

Latitude 38

VOLUME 215, MAY 1995

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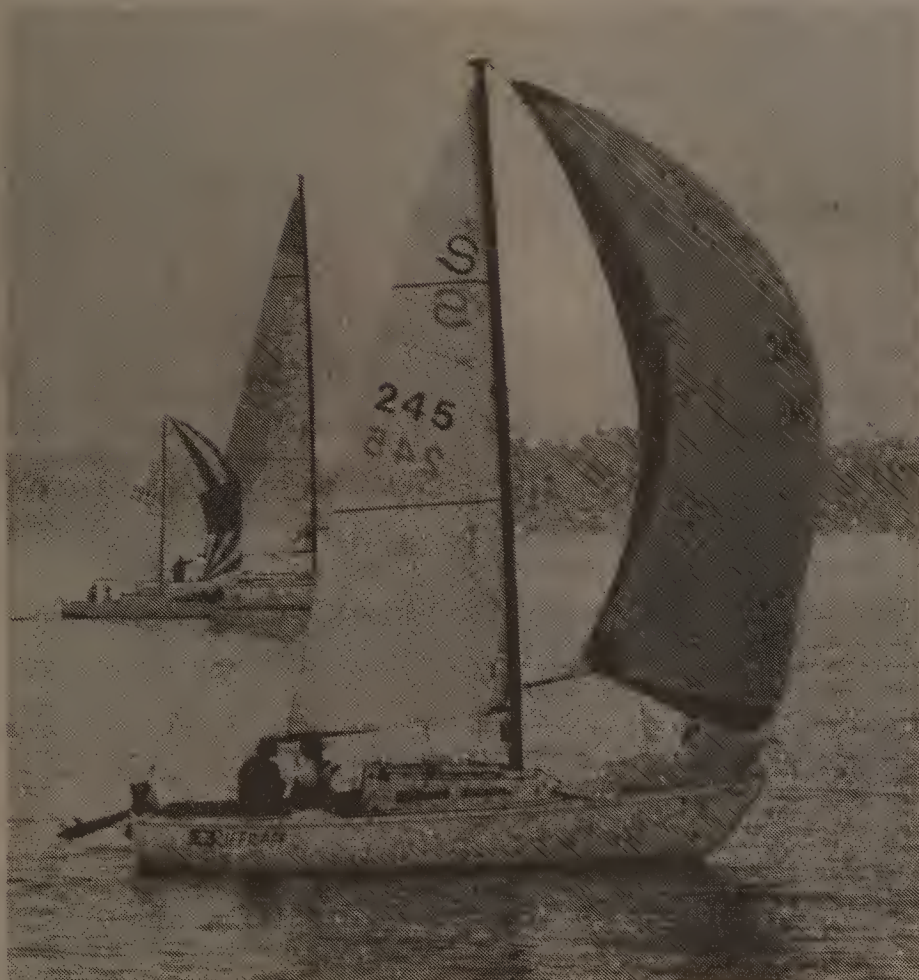
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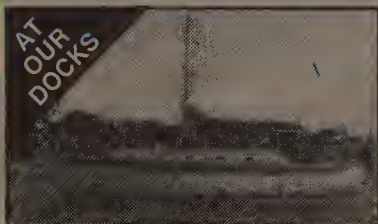
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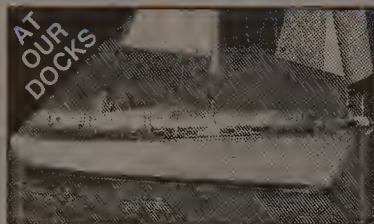
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34'	CORONADO, 1970, exc. cand.	27,500
35'	ISLAND PACKET, 1989	129,000
36'	PEARSON, 1985	69,500
38'	ISLAND PACKET, 1989	139,500
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41'	C&C, 1984	99,500
42'	BENETEAU 42, 1985, a classic ...	105,000
43'	SLOCUM, loaded cruise vet	175,000
38'	BENETEAU FIRST 37.5, 1985	85,000
45'	BENETEAU FIRST 45f, 1991	199,000



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COVER PHOTO: *Latitude 38/rob*
Defiance sliding into home - Doublehanded Farallones.

Graphic Design: Colleen
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

Time and Weather Pass... A Beneteau Endures

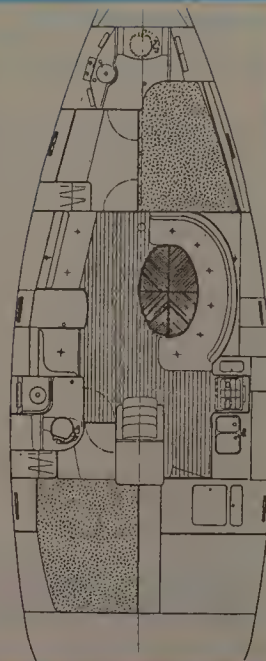
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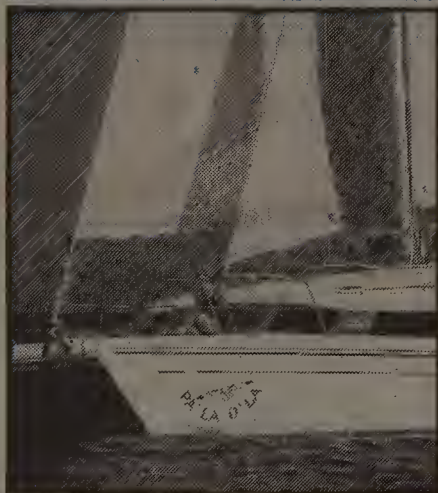
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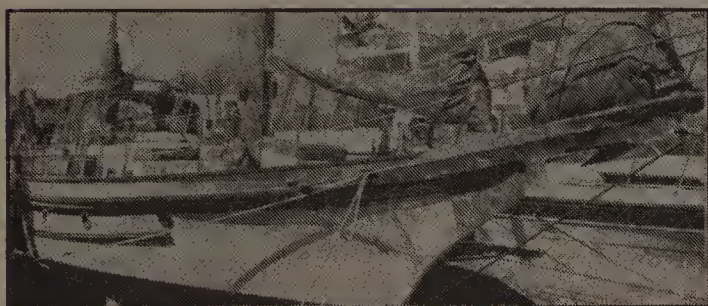
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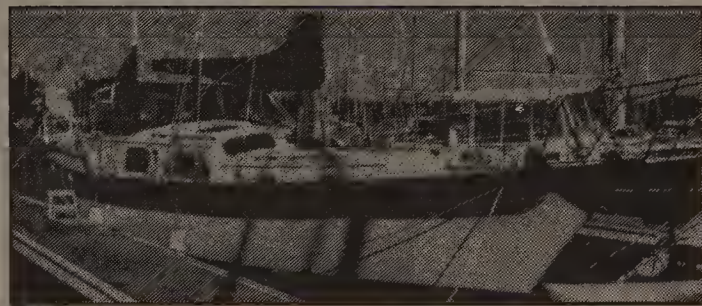
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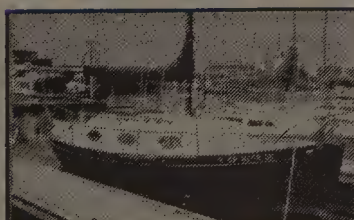


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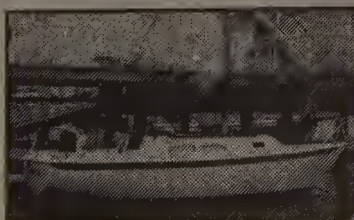


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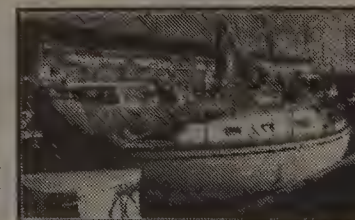
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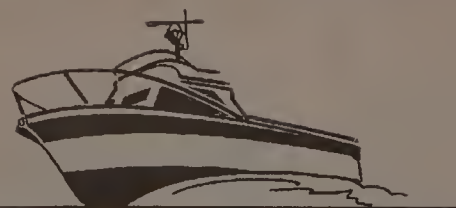
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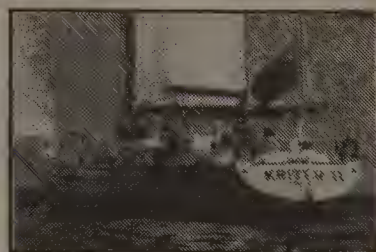


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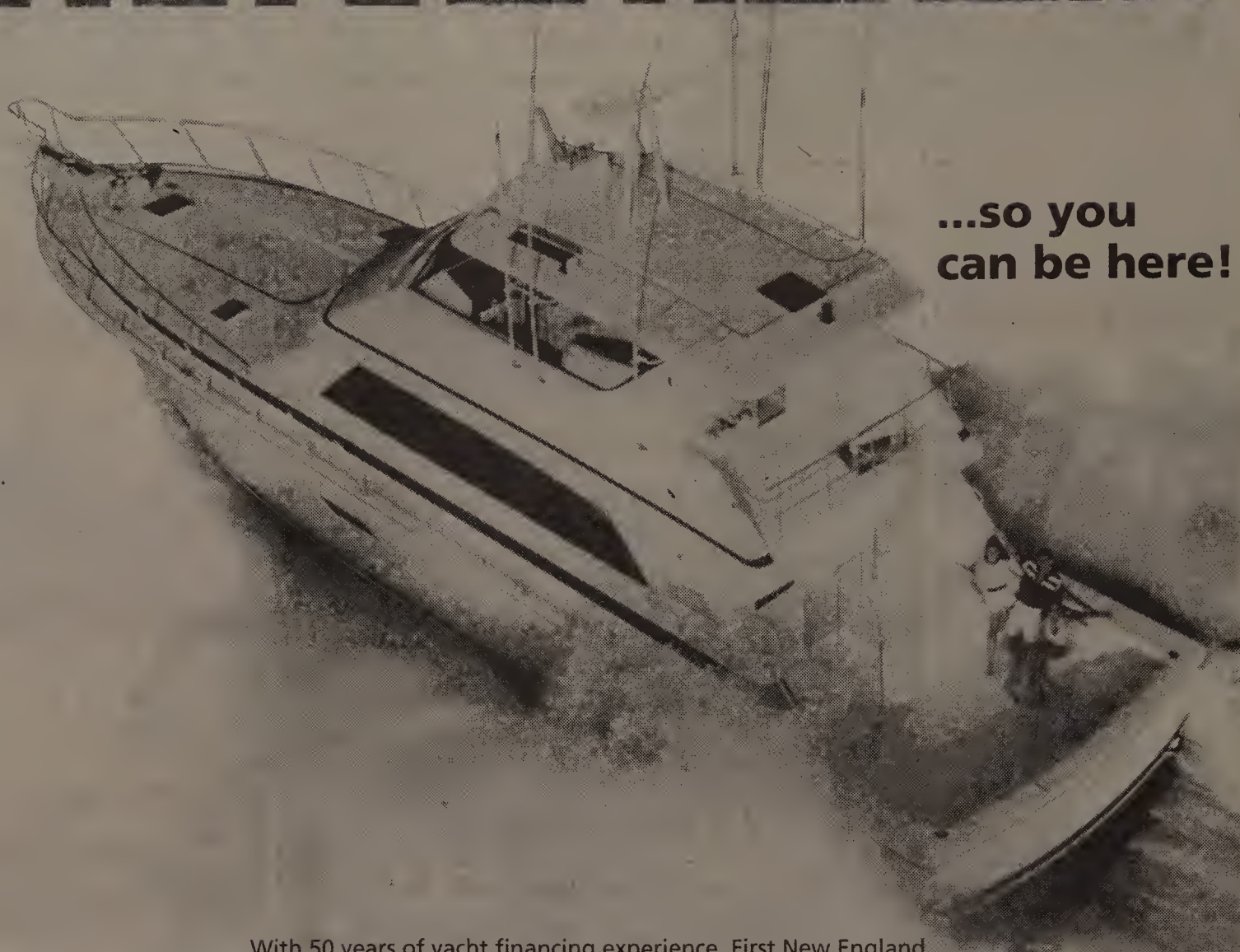
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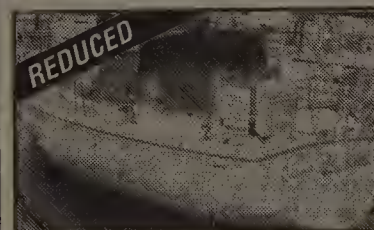
1982 LANCER 36'
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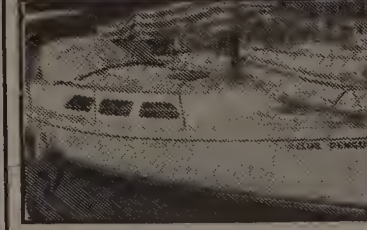
1987 CATALINA 34'
Dodger, roller furl, refer, some
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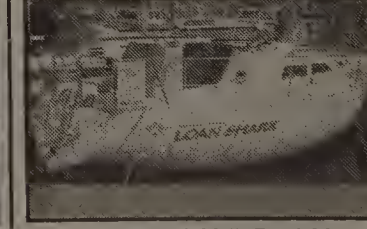
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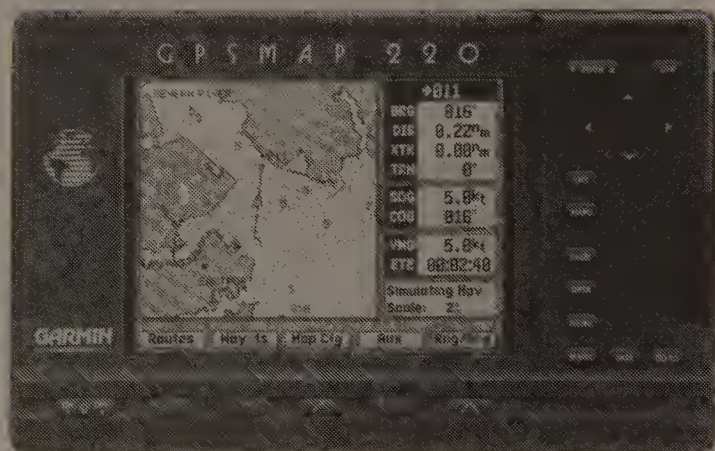
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SWAN 46 TUNDRA (1985): Designed purely for fast cruising, with aft cockpit entrance to owner's cabin, Scheel keel, watermaker, computerized chart system, radar, SSB. Located Friday Harbor, WA. **\$450,000.**



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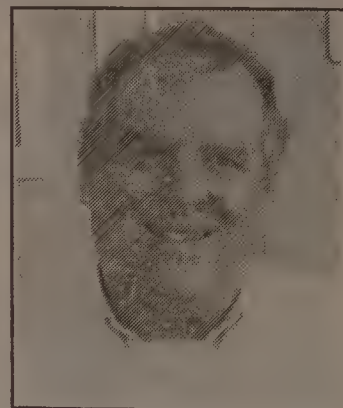
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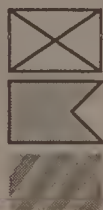
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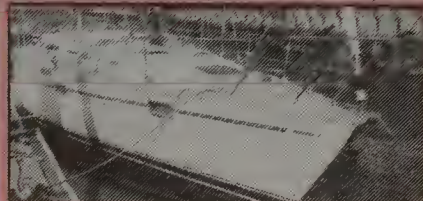
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41' JEANNEAU, 1986

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ISLANDER 36, 1981

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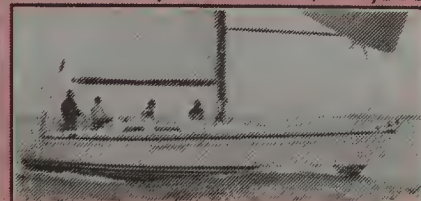
38' ERICSON, 1986

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38' BALTIC, 1983

\$114,000



36' CATALINA, 1983

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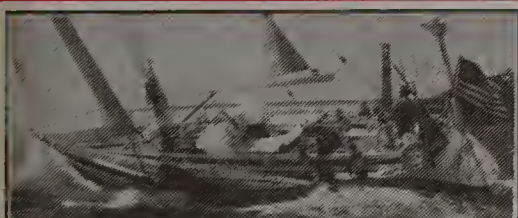


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SWAN 46 Obsession (1984)

Obsession is a Frers design which has been primarily day-sailed on S.F. Bay. She has been highly upgraded to the level of a new boat with new leather upholstery, many instruments and 4 sails in 1990. Sausalito. \$398,000.



SWAN 44 Bandit (1975)

(sistership)

Bandit has received excellent care and maintenance. Her teak decks show light wear and all teak plugs are intact. Without a doubt Bandit's condition is a fine example and perfect testimonial to Swan's reputation. Strongly built and a joy to sail the Swan 44 is considered a "classic." This yacht has received numerous upgrades. All important winches have been replaced with self-tailing winches. The blocks have been upgraded to Harken Offshore roller bearing blocks. The addition of the furling system allows the yacht to be easily handled by a short crew. Bandit represents a unique opportunity to purchase a yacht that does not require restoration but is ready to sail away. \$139,000.

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Model	Year	Price
40	1970	79,000
43	1972	98,000
44	1973	139,000
44	1973	135,000
46	1984	395,000
46	1987	420,000
47	1981	299,000
53	1990	750,000
57	1980	399,000
59	1985	725,000
65	1984	925,000



SWAN 53 Rapsallion (1990)

sistership

Rapsallion is undeniably the best equipped and maintained 53 available on the market. Set up for Cruising/Racing with heating, watermaker, radar, SSB, GPS, generator as well as 4 Spectra sails/2 spinnaker, 5 Dacron sails and furling headstay. Tiburon. \$750,000.

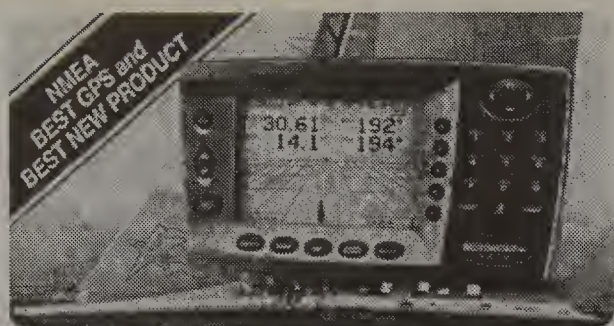


SWAN 59 Perseverance (1985)

This Frers design has a spacious interior layout featuring a centerline queen berth and stall shower in the private owner's stateroom. Her generator, air-conditioning and deck layout including electric winches, make her the perfect cruising Swan. Nautor's robust construction and her full keel make her an ideal offshore yacht. Offered for sale by her original owner and competitively priced at \$725,000.

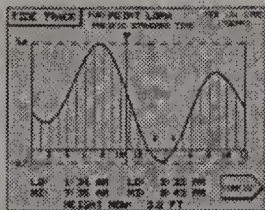
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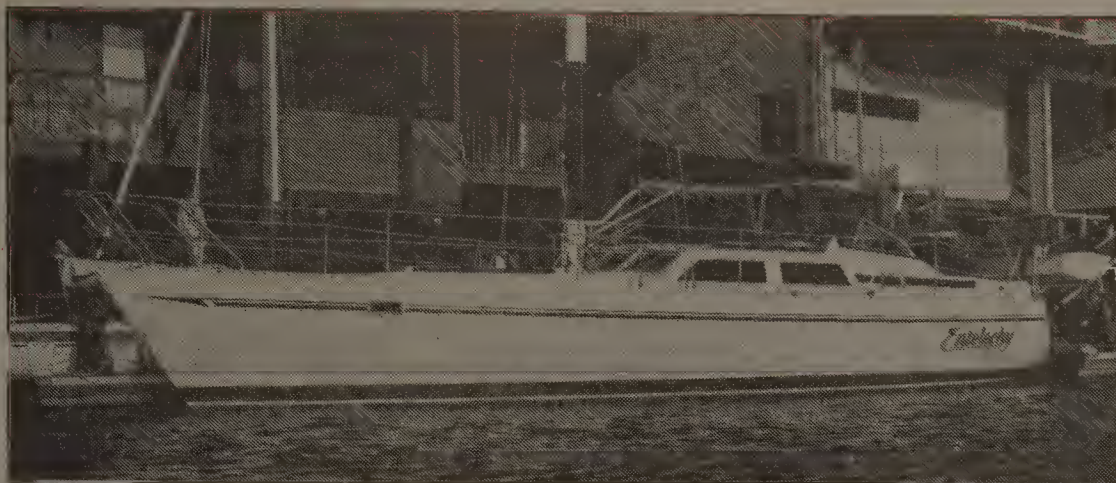
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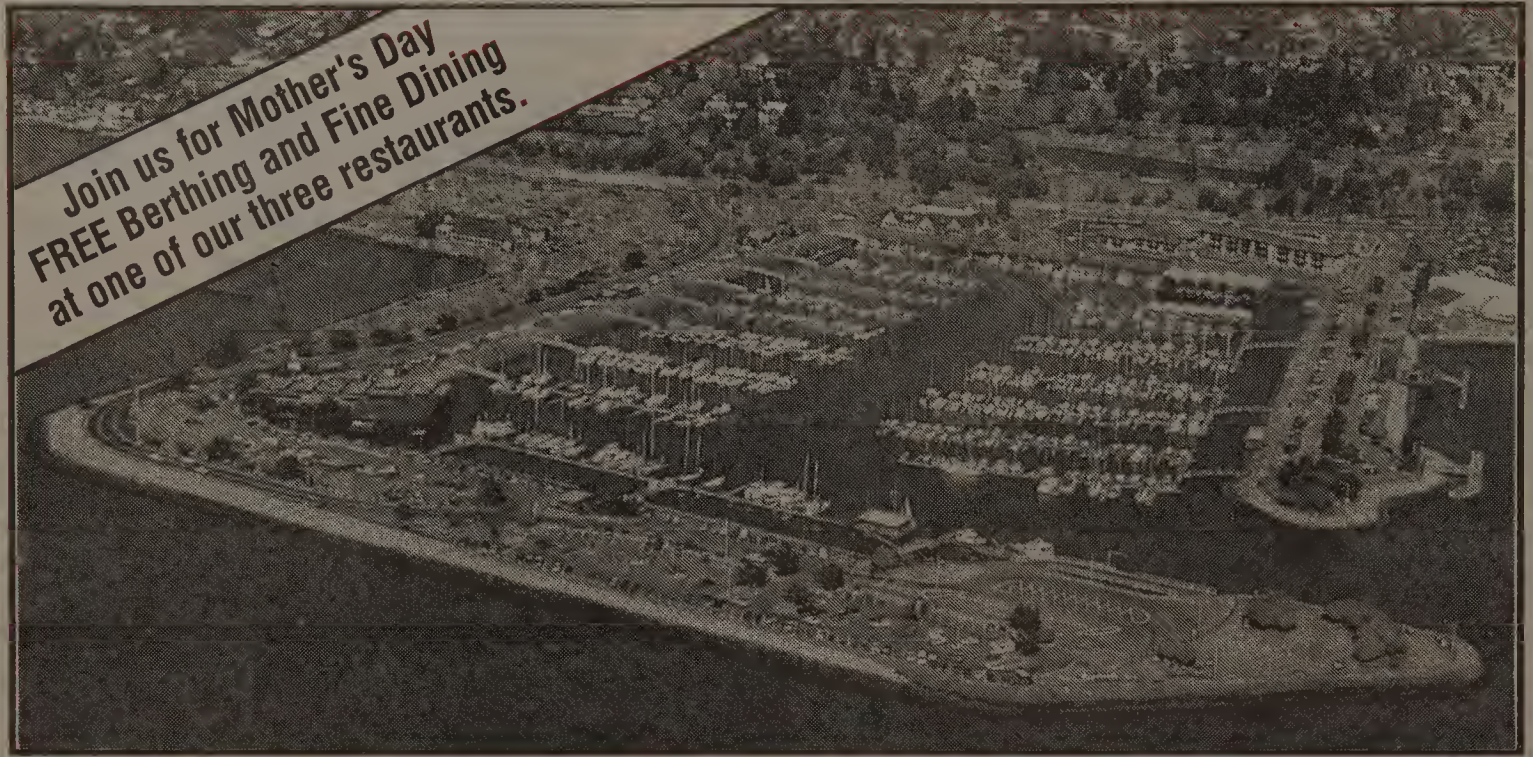
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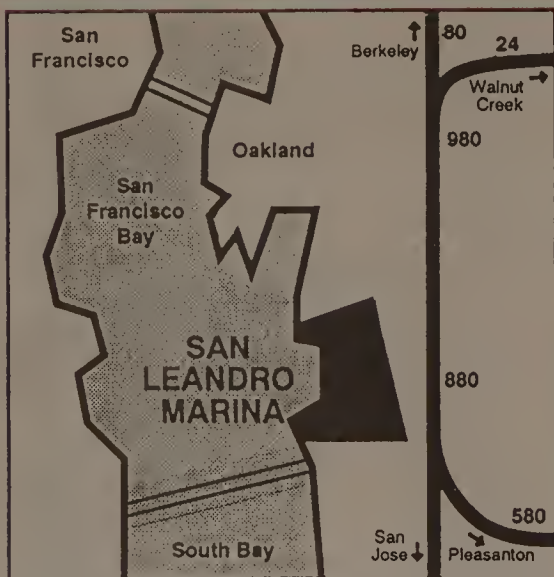
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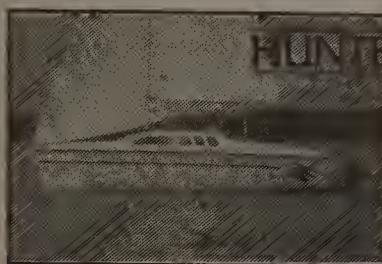
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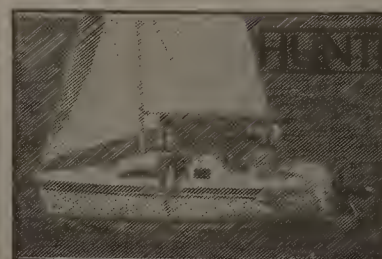
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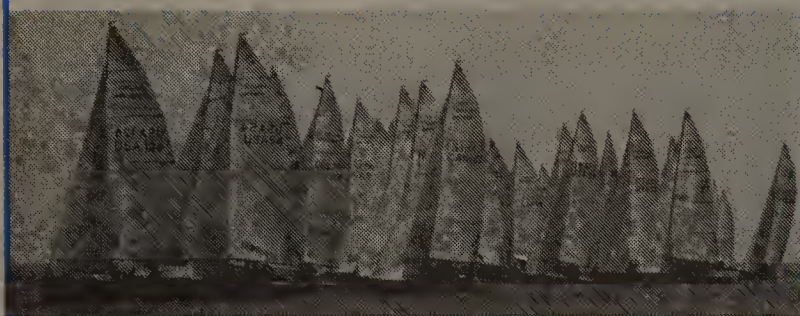
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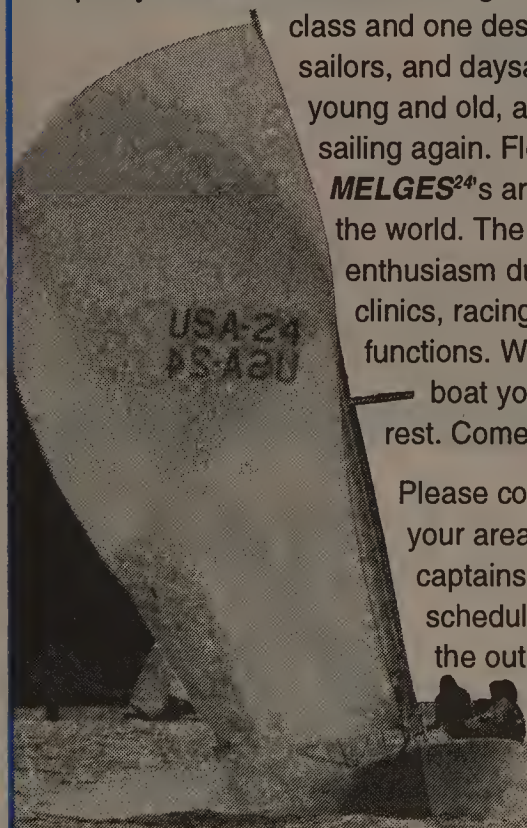
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May 5 — "Destination Mexico," a free slide-illustrated show by Robert and Caroline Mehaffy. Stockdale Marine (Sacramento), 7:30 p.m. Details, (916) 332-0775.

May 6 — Free Snipe rides at the Encinal YC beginning at 11 a.m. Snipe Fleet #12; Vince Casalaina, (510) 841-8524.

May 6 — Marine Flea Market at Peninsula YC in Redwood City, 7 a.m. to 2 p.m. PYC, 361-9591.

May 6-7 — Annual Corinthian YC sailing seminar for women, by women. This is the first of two weekend sessions (May 20-21 is the other). Kay Rudiger, 381-4758.

May 7 — "Day on the Bay in May," sponsored by Sailing Education Adventures (SEA) and the S.F. Bay Oceanic Crew Group. Details, 775-8779.

May 7 — Opening Day Parade and Party, hosted by Sacramento YC. Details, (916) 371-5058.

May 12-14 — DeltaFest & Boat Show, a Delta tradition for almost two decades. Tower Park Marina, (209) 369-1041.

May 13 — Marine Swap Meet at Aeolian YC (Alameda), 6:30 a.m. to 2 p.m. Food, fun and drink! Aeolian YC, (510) 523-2586.

May 13, 1856 — "In Powder Horn, Texas, the USS Supply, commanded by Lt. David Porter, unloaded a cargo of 50 camels from Smyrna. The U.S. Army hoped to use the camels instead of horses and mules in the western desert." (from Peter Spectre's *Mariner's Book of Days*)

May 13 — BYOB (bring your old boat — and boat parts!) Flea Market & Sale at the Santa Cruz West Marine store, (408) 476-1800.

May 14 — Mother's Day — and a full moon!

May 19 — Booksigning: '92 America's Cup winner Bill Koch will be at the Armchair Sailor Bookstore in Sausalito to promote his new book *To The Third Power*; 11:30 a.m. to 1:30 p.m.; Info, 332-7505.

May 19 — "Safety at Sea," by Alan Molho and Bruce Brown. Stockdale Marine; 7:30 p.m.; free! Details, (916) 332-0775.

May 19 — Skippers' Meeting (5 p.m.) and Bon Voyage Party (7 p.m.) for the Tahiti Cup fleet at Corinthian YC. Lots of Friday night racers will add to the merriment. Bobbi Tosse, (510) 939-9885.

May 20 — Mega-Swap Meet at the West Marine store in Stockton, 7 a.m. to 4 p.m.; Cheri Skibo, (209) 462-4717.

May 20 — Walk the Plank Party, a pool party and BBQ for 11:Metre sailors: "Bring the PFD that you must wear while aboard the incredibly dangerous 11:Metre racing machine. It will be tested!" Details, Mik Beatie, 924-1699.

May 20 — National Maritime Day, a Classic Yacht Association-sponsored celebration at Jack London Square beginning at 11 a.m. Flea market and auction, boat parade, land and water events, food and fun. Details, (510) 272-1586.

May 20-21 — William Garden Yacht Association anchor-out off Sausalito. All creations of this legendary Northwest naval architect are encouraged to attend. Details, (510) 814-0471.

May 20-21 — Women's Dinghy Clinic at Richmond YC, open to all women sailors. Instructors include Sally Lindsay, Ashley Tobin, Lynn Wright, Liz Baylis and Fred Paxton. Info, Gail Yando, (510) 232-6310.

May 21 — First Annual Marine Flea Market & Auction at Metropolitan YC of Oakland. Breakfast served 8 a.m. to noon; auction at 11 a.m. Proceeds benefit the Cerebral Palsy Center for the Bay Area. Info, (510) 523-1097.

May 25 — Coastal Cup Seminar #1 at Encinal YC. Start getting ready for the July 2 run to Santa Barbara with speakers John DeMeter and Eric Steinberg. Free to all sailors; 7:30 p.m. Dan Fleming, (510)

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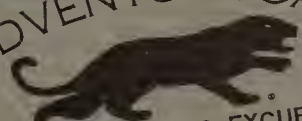
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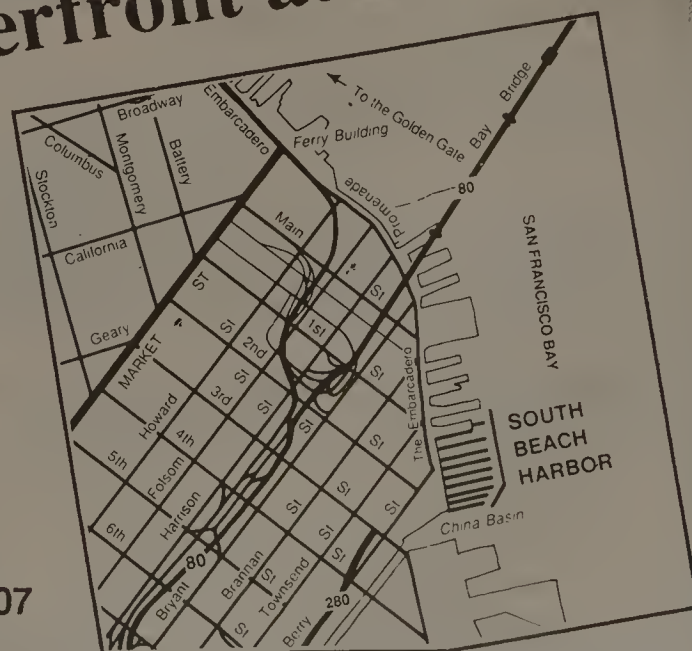


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Participation in the Trans Tahoe is open to Tahoe Yacht Club members and non-members. Participating boats must be monohull sailboats (with keel), have a minimum length of 21 feet, and have a Southern California PHRF rating. Race activities include:

- Welcoming cocktail party for pre-registered skippers, crew and mates, Friday evening, July 7 (Late registration Saturday morning, July 8).
- Classic Pusser's Painkiller Party, barbecue, and awards ceremony, Sunday, July 9.



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For additional information, contact:

John Utter, Race Chairman

(702) 329-2311 or 786-2255

CALENDAR

769-0161.

May 25 — "Cold Stuff: Marine Refrigeration and Air Conditioning," presented by Peter Gray, owner of Sailworks. 7 p.m. at Waypoint (Alameda). Details, (510) 769-1547.

May 27-29 — Hans Christian Owners Association cruise to Petaluma. Gary or Peggy Jensen, (510) 490-6213.

May 27-29 — Islander 36 Cruise to San Rafael YC. Rich Princeau, (408) 985-8542, or Rick Van Mell, 962-1515.

May 28 — Memorial Day Steak & Salmon BBQ at Half Moon Bay YC. Yum, yum! Details, 634-9566.

May 31, 1946 — Wreck of the month: The one-year-old Kaiser-built liberty ship *Henry Bergh* met its demise on Southeast Farallon Island in what can only be considered an epic screw-up. Returning from Pearl Harbor with 1,300 Navy troops and a crew of almost 100, the *Bergh* had steamed at 11 knots for 36 straight hours through dense fog. In his haste to get home, Captain Joe Chambers had miscalculated the current and wind, figuring he was 10 miles farther south. When whistles were heard over the non-stop celebrating of the returning veterans, they were wrongly assumed to be from a passing ship. Moments later, at 5 a.m., land was spotted immediately ahead, and the *Bergh* came to a jarring halt on some rocks 200 yards offshore. Talk about 'crashing the party'! Fortunately, the weather was calm, and all aboard were transferred over to the Rockpile in eight lifeboats, by breeches buoys rigged between the wreck and the shore, and by swimming. By early afternoon, all hands were safely aboard rescue vessels, with only two injuries — it could have been much, much worse. The *Bergh* broke into three parts and was unsalvageable, and Joe Chambers was eventually demoted to first mate. Does anyone out there remember this incident?

June 1-4 — Marina del Rey Boat and Water Recreation Show. MdR Chamber of Commerce, (310) 821-0555.

June 2 — "Sailing From Sacramento to Bora Bora," a free slide-illustrated presentation by Richard Guches and Candace Caze. Stockdale Marine Theater; 7:30 p.m.; details, (916) 332-0775.

June 4 — "Sea-Going Medical Care," an interactive discussion with Dr. Don Van Dyken. Berkeley YC; free; 1-4 p.m. Christine Jackson, (510) 528-0172.

June 8 — Coastal Cup Seminar #2, featuring Kame Richards and other speakers TBA. Same drill as May 25.

June 10 — Nautical Swap Meet at the new West Marine store in Sacramento, 8 a.m. to noon. Info, (916) 366-3300.

Racing

May 5-7 — Ski-Sail Regatta at Lake Tahoe, sponsored by Mt. Gay and Corona. Ski at Squaw Valley on Friday, sail Melges 24s and Lasers out of Homewood on Saturday, recover on Sunday. Ralph Silverman, (916) 525-7245.

May 6-7 — 95th Annual Vallejo Race. Over 300 boats will compete in the season opener, which Vallejo YC bills as the largest inland sailboat race held in the United States. YRA, 771-9500.

May 6-7 — Elvstrom Regatta for Lasers, Laser IIs and Radials. Doubles as the PCCs for the latter. St. Francis YC, 563-6363.

May 6-20 — *Iiiiitt's showtime!* Finally, the actual America's Cup races begin. Watch the Cup head for New Zealand in 'real time' — tune in to ESPN on game days at 1 p.m.

May 7 — SCORE #2. Santa Cruz YC, (408) 425-0690.

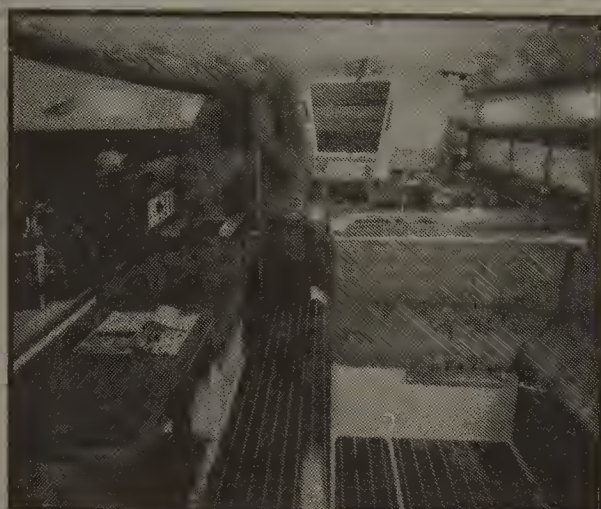
May 12-14 — Los Angeles NOOD Regatta, as good an excuse as any for a road trip. Look for Melgi to make up about half the fleet. *Sailing World*, (401) 847-1588.

May 13 — Passport Owners Regatta, held in conjunction with a cruise to Brickyard Cove. Libby Schmidt, 931-6611.

May 13 — Colin Archer Regatta for heavy displacement double-enders. Encinal YC; Dan Fleming, (510) 769-0161.

May 13-14 — Stone Cup, now a three-race PHRF regatta for boats over 29 feet. St. Francis YC, 563-6363.

May 13-14 — Elite Keel Regatta for 11:Metres, Etchells, Stars,



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40' Beneteau 405, '88	119,000
38' Morgan 384, '83	reduced 79,000
36' Lancer, '80	32,500
36' Islander, '77	39,995
36' Catalina	2 from 58,500
35' Santana, '79	reduced 29,500
34' Ticon Cat Ketch, '88	89,500
34' Catalina 34	2 from 49,500
30' Catalina	4 from 25,900
30' Wyllecat	new listing 34,500
28' O'Day, '79	15,995
28' Catalina, '90	reduced 36,500
28' Pearson, '78	new listing 15,500
27' Catalina	2 from 11,900
26' Nonsuch Ultra, '86	54,000
22' Catalina, '88, with trailer	new listing 9,900



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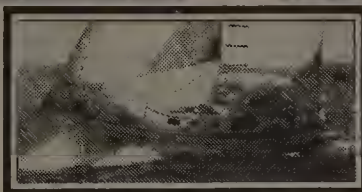
43' Columbia, '71	49,995	30' Catalina, '78	19,995
41' Morgan, '79	72,900	30' Capri, '82	14,995
38' Ericson, '81	64,995	30' Rawson	17,000
38' Catalina, '82	44,000	30' Hunter, '90	47,995
36' Catalina, '84	49,995	30' Tripp sloop, '72	9,995
36' Islander, '79	36,900	30' Pearson, '74	18,500
36' Cheoy Lee, '76	35,995	28' Islander, '82	20,500
35' Coronado	32,000	27' Catalina	3 from 7,995
35' Ericson, '74 reduced	22,995	27' Catalina, '76	10,450
35' Fantasia, '76	49,995	27' Catalina, '80	9,995
35' Irwin, '86 .. reduced	49,950	27' US, '82, diesel, wheel	9,995
34' Islander, '71	16,995	25' Coronado, '65	3,995
30' Cal, '74 .. reduced	17,995	23' Pearson, new o/b	3,995
30' Catalina .. 4/choose	43,000		
30' Catalina, '83	27,995		
30' Catalina, '80	19,995		

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CALENDAR

Knarrrs, J/24s, Melges 24s and Solings. San Francisco YC; Bill 'Mr. Natural' Barton, 454-2423.

May 20 — Tahiti Race starts! Seven lucky boats will leave from San Francisco just prior to the HDA race (11:40 a.m. at Little Harding). Three others will depart from the 50th State on May 27. See preview on pages 138-142. Tahiti Cup Association; Bobbi Tosse, (510) 939-9885.

May 20 — Spring One Design #2 for Santana 22s, J/24s and SC 27s. Santa Cruz YC, (408) 425-0690.

May 20 — South Bay YRA Race #2, hosted by Sierra Point YC. Mike Dixon, (510) 635-5878.

May 20 — OYRA Duxbury-Lightship Race. YRA, 771-9500.

May 20-21 — Lakeport YC Spring Regatta on Clear Lake. Jack Morton, (707) 262-1846.

May 26-29 — Olympic Class Dinghy Regatta for Finns, Euros and Lasers. Santa Cruz YC, (408) 425-0690.

May 26-28 — Olson 30 Nationals at Corinthian YC (Seattle). Pacific Northwest Olson 30 Association, (206) 283-5668.

May 27 — Master Mariners Regatta, a tradition on the Bay since 1867. A racing event for some, a fast parade for others, this 100-plus boat fleet of classic wooden boats is a spectator's dream. The raft-up and party afterwards at Encinal YC completes the day. For race entry or details, call Noel Duckett at 472-7653.

May 27-29 — Corlett Race, featuring a new format: A non-stop 75-miler to Half Moon Bay via Drakes Bay and the Farallones, followed by a 28-mile jaunt home on Monday. Encinal YC and Half Moon Bay YC; Dan Fleming, (510) 769-0161.

May 27-28 — Baum (Cal 20), Mull (Santana 22) and Eldridge (Ranger 23) Regattas. San Francisco YC, 435-9133.

May 27-28 — Memorial Day Regatta (ex-Volvo, ex-BMW, ex-Your Name Here) to benefit the San Francisco Sailing Foundation. One design racing for Express 37s, J/35s, Santana 35s, J/105s, 11:Metres, Knarrrs, Express 27s, Megli, J/24 and Folkboats. St. Francis YC, 563-6363.

June 3-4 — Moore 24 Pacific Coast Championship, a four-race series hosted by Tiburon YC. Alice Martin, 457-0952.

June 10 — Fifth Annual Ditch Run. Ride the flood from the Brothers to Stockton Sailing Club. Richmond YC, (510) 237-2821.

June 10 — OYRA Hard Day's Night (ex-Ong Triangle), a new 51-mile overnight pursuit race beginning at 6 p.m. off Golden Gate YC. Further evidence that sailors have short memories (remember the Buckner and Waterhouse races?). YRA, 771-9500.

June 16 — 24th Annual South Tower Race, a 140-mile physical and mental challenge. The forecast calls for pain. Stockton Sailing Club; Bob Doscher, (209) 957-0850.

June 17 — Oakland-Catalina Race, back after a two-year hiatus. So far, only four boats are entered: Sayonara (Farr ILC maxi), Team Gravity (Martin 242 from Arizona), Windance (Gulfstar 41) and Coquelicot (Ranger 33). Metropolitan YC, (510) 893-MYCO.

June 17 — Midnight Moonlight Maritime Madness. Watch out for rum squalls and large stationary concrete objects. SFYC, 435-9133.

June 17-18 — Clear Lake Regatta. SBRA, (408) 264-SAIL.

June 17-18 — Plaza Cup for SC 27s and Olson 30s. Monterey Peninsula YC, (408) 372-9686.

June 23-29 — U.S. Youth Sailing Championship out of Richmond YC. Racing in Lasers, Lasers IIs and Mistral IMCOs for the best junior sailors in the country. Hosted by all the major NorCal yacht clubs, coordinated by NCYSA. Dick Loomis, (707) 942-4006, or Patrick Andreasen, 563-6363.

July 2 — San Francisco to Santa Barbara Race. Encinal YC, (510) 522-3272.

Summer Beer Can Races

BAY VIEW BC — Monday Night Madness. Spring series: 5/8, 5/22, 6/5, 6/19. John Super, 243-0426.

BENICIA YC — Thursday Night Series: every Thursday evening

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Spring Ocean Racing Results

Doublehanded Lightship, Division C (30 boats)

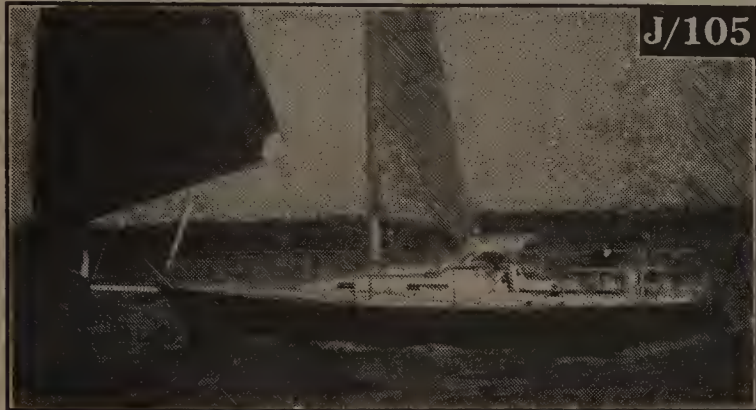
1 st	J/105	<i>Limelight</i>	Harry Blake
3 rd	J/80	<i>Slurge!</i>	Seadon Wijzen
4 th	J/35	<i>Jarlen</i>	Ruth Suzuki
5 th	J/44	<i>Phantom</i>	Jack Clapper

Doublehanded Farallones, Division III (22 boats)

1 st	J/105	<i>Jose Cuervo</i>	Sam Hoch
2 nd	J/105	<i>Aquavit</i>	Thomas Spenholtz

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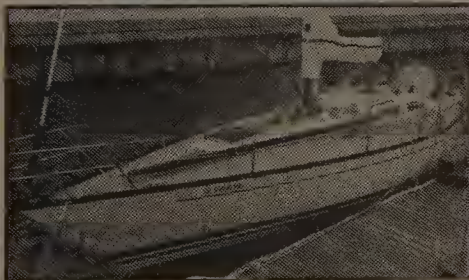


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* 45' Bombay Exp., 1978	54,900	**35' J/35, 1987, <i>Law N' Motion</i>	74,900	* 24' J/24, 1980, <i>Vixen</i>	8,500
**J/44, 1989, <i>Gotcha</i>	259,000	* 35' J/35, 1989, <i>Redline</i>	77,500	* 24' J/24, 1981, 1977	9,000
* 44' Davidson 44, 1981	105,000	**35' J/35, 1988, <i>Incisor</i>	74,900	* 24' J/24, 1986, <i>Wet n' Wild</i>	24,000
**42' J/130, 1993, <i>Ayacucho</i>	Ask	* 35' C&C MKII '84, <i>Fast n' Free</i> ...	59,950	* 24' J/24, 1989 <i>T.I.E.</i>	26,500
**40' Wilderness, 1981, <i>Falcon</i>	75,000	**34' J/105, 1993, <i>Indigo</i>	105,000	* 24' J/24, 1993	32,500
* 38' Baltic	109,000	* 30' Seafarer, 1983, <i>X-To-Sea</i>	35,000	**24' Melges 24, 1993	35,900
* 37' J/37, 1986, <i>Ancient Love</i>	99,000	* 29' Cal, 1974, <i>20/20</i>	19,800		
**35' J/35, 1990, <i>Rocketeer</i>	89,900	* 27' J/27, 1985	19,000		
* 35' J/35, 1984, <i>Cosmic Muffin</i>	50,000	**26' J/80, 1994	29,500		
* 35' J/35, 1984, <i>Courageous</i>	52,500	* 26' J/80, 1995, <i>Polecat</i>	33,900		
**35' J/35, 1984, <i>Rival</i>	64,900	* 24' J/24, 1979, <i>Jaw Breaker</i>	7,500		

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* 41' Chris Comm., 1983	105,000
* 20' Boston Whlr, 1987	19,000
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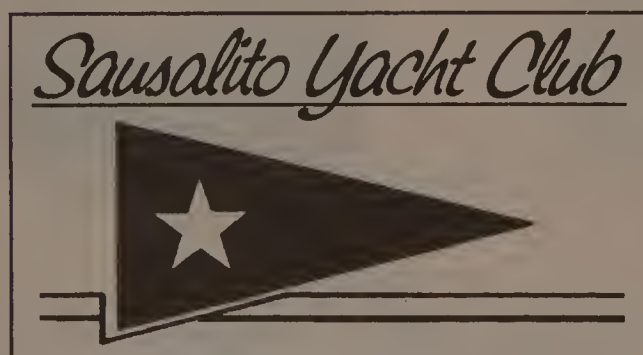
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CALENDAR

through 9/28. Ken Van Story, (707) 746-0788.

BERKELEY YC — Friday Night Series: every Friday through 9/15. Bobbi Tosse, (510) 939-9885.

CORINTHIAN YC — Friday Night Series: every Friday night through 9/15. CYC, 435-4771.

COYOTE POINT YC — Wednesday Night Beer Can Races: every Wednesday through 9/13. Kevin Knick, 347-4850.

ENCINAL YC — Friday Night "TLA" Series. First half: 5/5, 5/19, 6/9, 6/23. John Boyd, (415) 925-7964.

GOLDEN GATE YC — Friday Night Series: 5/5, 5/19, 6/2, 6/16, 8/4, 8/18. Nancy Wesley, 228-3903.

GOLDEN GATE YC — Wednesday Night Woodies: 5/3, 5/10, 5/17, 5/31, 6/7, 6/14, 6/21, 6/28, etc. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary. First half: 5/12, 6/2, 6/16. Ben Mewes, (510) 534-7317.

OAKLAND YC — Sweet Sixteen Series: every Wednesday night from 5/10-6/28 and 8/2-9/20. John English, (510) 223-3535.

OYSTER POINT YC — Saturday Night Series: 5/27, 6/24, 7/22, 8/26, 9/23. Chris Fararr, 968-2925.

RICHMOND YC — Wednesday Night Series: 5/3, 5/17, 6/7, 6/21, 7/5, 7/19, 8/2, 8/16, 9/6, 9/20. RYC, (510) 237-2821.

SANTA CRUZ — Wednesday Night Series: every Wednesday night through 10/25. Mike Evans, (408) 476-5671.

SAUSALITO CC — Friday Nights. Early series: 5/12, 5/26, 6/9, 6/23. Gordon Douglas, 332-0717.

SAUSALITO YC — Sunset Series (Tuesday nights). Spring series: 5/2, 5/16, 5/30, 6/13, 6/27. Mark Daniels, 331-3010.

SEQUOIA YC — Wednesday & Friday Night Beer Can Series. Free pursuit races through October! Randy Hough, 365-6383.

SIERRA POINT YC — Saturday Beer Can Races: 5/13, 6/10, 7/8, 8/12, 9/9. John Felch, (408) 741-0880.

SOUTH BEACH YC — Friday Nights: 5/5, 5/19, 6/9, 6/23, etc. Roger Neathery, (408) 738-1100.

ST. FRANCIS YC — Friday Night Series: 5/5, 5/19, 6/9, 6/23, etc. Matt Jones, 563-6363.

TIBURON YC — Friday Night Series: 5/5, 5/12, 5/26, 6/9, 6/16, 6/23, etc. Lon & Susie Woodrum, 332-5970.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

May Weekend Currents

date/day	slack	max	slack	max
5/06Sat	0045	0323/1.4F	0557	0928/3.2E
	1327	1630/2.4F	2004	2214/1.8E
5/07Sun	0204	0429/1.3F	0709	1025/3.0E
	1424	1728/2.5F	2055	2314/2.1E
5/13Sat	0019	0326/5.3E	0714	1012/4.3F
	1330	1555/3.4E	1910	2205/3.6F
5/14Sun	0058	0412/5.7E	0759	1059/4.6F
	1421	1644/3.4E	1954	2249/3.6F
5/20Sat	0048	0324/2.2F	0613	0921/4.0E
	1322	1631/3.4F	1950	2218/2.5E
5/21Sun	0206	0443/2.1F	0729	1025/3.4E
	1424	1737/3.2F	2044	2332/2.7E
5/27Sat	0021	0333/4.4E	0728	1035/3.7F
	1338	1603/2.4E	1920	2209/2.8F
5/28Sun	0057	0407/4.6E	0805	1111/3.7F
	1420	1637/2.4E	1956	2241/2.7F
5/29Mon	0131	0441/4.7E	0842	1144/3.7F
	1501	1712/2.3E	2030	2315/2.6F

Easy Passages

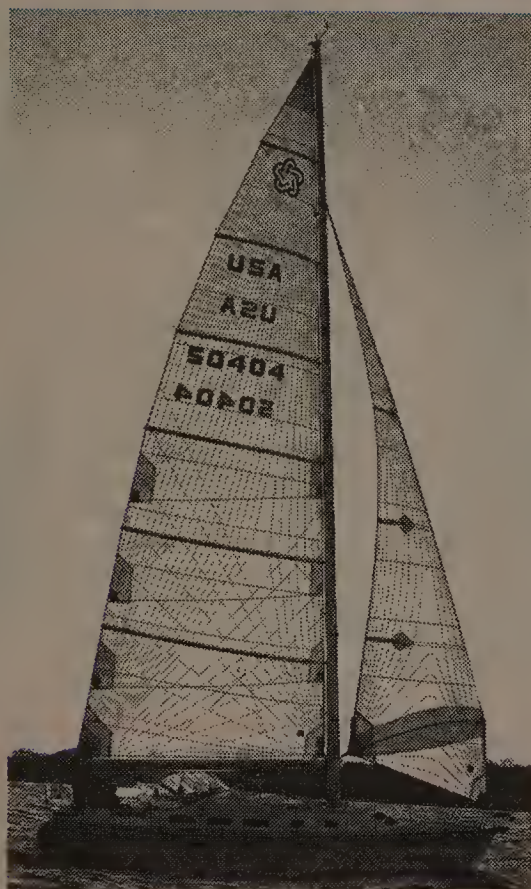


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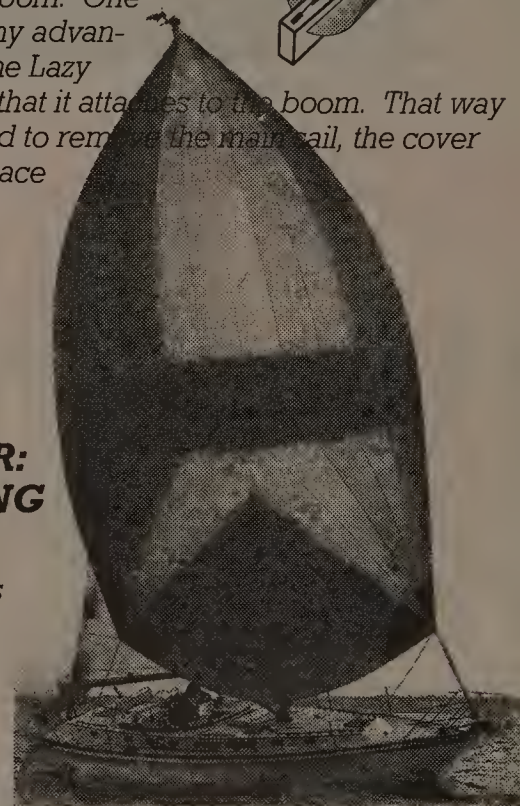
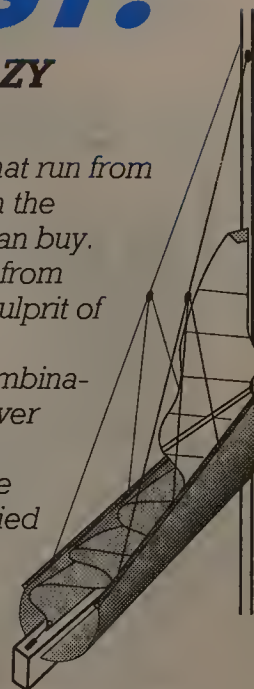
Pictured is a Freedom 40/40 whose Batmain and self tack-ing jib are made with UK's patented Tape-Drive® construction system. The sails are made with a Spectra base fabric attached to a reinforcing grid of Kevlar tapes. Tape-Drive® offers the strength of a two-ply sail — at a fraction of the weight.



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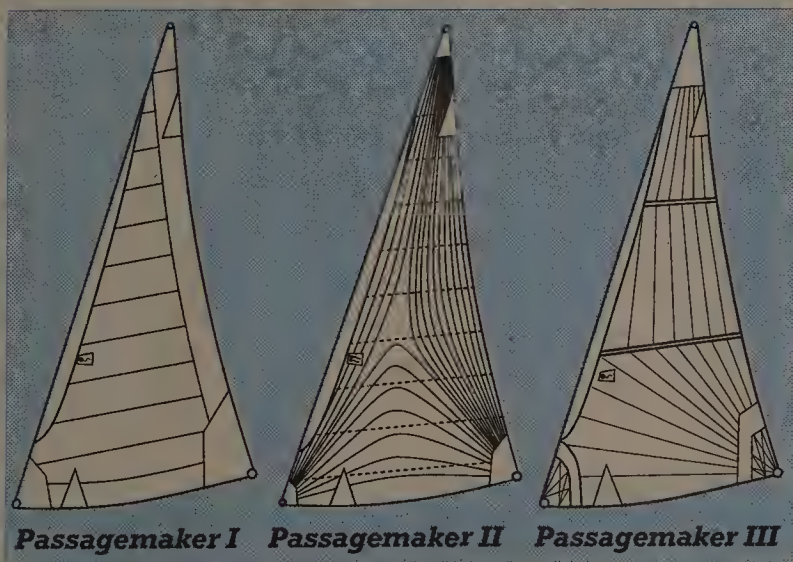
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LETTERS

⇓⇑ DOES IT CAUSE A DIVORCE?

I have a question that probably is not unique. My husband is an avid sailor who plans to retire and sail around the world. I am less than enthused about this.

How do other couples deal with this problem? Does it cause a divorce?

We are thinking that he can sail, and I could fly to meet him. Have any of your readers found a creative solution to this?

Landlubber Wife
San Jose

Landlubber — You and your husband's problem is far from unique. Years ago the resolution — if you could call it that — was almost always to get a divorce. Unfortunately, that's still what happens in many cases.

But it's becoming more common for couples who truly love each other to work out a better solution. Usually this involves allowing the husband to live his dream by sailing around, and having his wife join him when and where she desires. Sometimes the man cruises six months a year and is home six months a year — a scheme that blends in well with the duration of hurricane seasons.

Such 'together apart' relationships may not be exactly how the man or woman would prefer it, but it's frequently a better alternative to divorce. Some couples even find that their being apart on a regular basis — and we're not making this up — improves their relationship. Some of us modern men and women seem to need more individual 'space' than did our parents.

Nobody should be under the illusion that such creative solutions are easy. They require tons of love, trust and giving by both the man and the woman.

We've written about several of these situations in the past, and would be interested if any other couples want to share their experience. But if you want something fresh, Lansing Hayes of Ivory Goose addresses this very issue in this month's Changes.

⇓⇑ WAKE-UP CALL

Last night — Thursday, March 16 — at 1850, my husband and I felt the jolt of a very large wake hitting our boat. We rushed out of the boat onto the dock, but it was too late. Our boat's dolphin striker had already landed several severe blows to the fiberglass dinghy we store upside down at the front of our slip.

In over three years of living aboard at an inside slip on A dock at Grand Marina, Alameda, we have never experienced a boat wake from the Estuary as big as this one. My husband believes the waves he saw in our fairway were a foot to 18 inches high.

By the time we moved our dinghy out of danger, the vessel that had caused the damage was already out of view. If any *Latitude* readers witnessed this event, we would appreciate information leading us to the identification of the boat or boatowner. Please contact us at: 2099 Grand St., #L4, Alameda, CA 94501, or (415) 780-5774.

John Gratton and Linda V. Hill
Alameda

⇓⇑ ETERNALLY INDEBTED

I'd love to hear where a guy could obtain Atomic 4 parts without having to part with his first-born. I need rings, bearings, seals and so forth.

I know you mentioned this in a previous issue, so if you could help me obtain these parts for less than Wilson Marine or Doc Freemans of Seattle, I would be eternally indebted to you.

John F. Brandenfelt
Chairman, Broken Down Atomic 4 Club

John — We don't have that information at hand, but maybe one of our readers will write in with it. There are one or two places that



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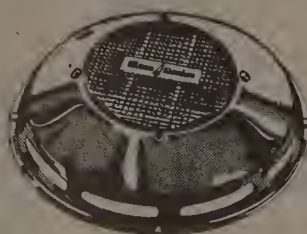
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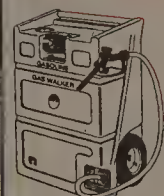


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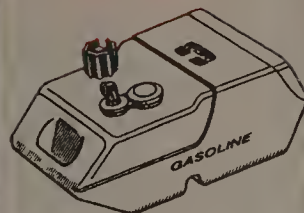
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LETTERS

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↓↑ ROTTEN POLITICS

God bless you guys, but boy were you wrong about the America's Cup. The "wily old veteran Dennis Conner" was *eliminated* in the semi-finals, and only a bunch of rotten politics spirited on by the need for corporate sponsors to air their wares allowed Dennis to show up in an unheard of three-way final.

I certainly hope that you guys give plenty of space to this stupid travesty, which makes IACC yachting look like nothing more than a place for sponsors to show off their logos.

Ed Jose
Lafayette

Ed — The America's Cup is about as much a gauge of sailing skill as the O.J. trial is about truth and justice. O.J. won't be convicted because his lawyers know how to mojo the system, and Conner stayed in the Cup chase a lot longer than he should have because he's indeed a "wily old veteran" — of America's Cup politics.

As far as we're concerned, 'IACC yachting' will always remain a travesty of wretched excess — both with regard to expense and conniving — as long as it remains a design competition rather than a sailor's competition. Ours is not a universal opinion, however; our own Racing Editor believes it's the non one-design aspect of Cup racing that makes it so interesting.

↓↑ THE IRRELEVANT CUP

The so-called 'America's' Cup. When keels fall off, when boats buckle in the middle and sink, when masts crash in just 20 knots of wind, and crew are not native to the country they represent, it's time to sit down and sort things out. The big, old silver mug just doesn't seem relevant any more.

On one hand we could look to the old mug as sort of a guide to what should be done, which is re-structure the race and the boats so that they more closely represent the original intent — which was to pit the men, materials, and technology of one nation against that of another.

The fact that originally the challengers had to travel to the starting line on their own bottoms pretty well guaranteed a seaworthy boat. No person would want to return to cotton sails, hemp rigging, and boats traveling on their own bottoms, but perhaps one should visit the trophy room at the San Diego Yacht Club and take a good, long look at the old silver mug. I'm not so certain that those who represented the names and the boats etched thereon would be very pleased with what's happening today.

On the other hand, perhaps it is time to go the other way and to retire the Cup. Give it back to the New York YC so it and the concepts it once represented can gather dust in peace. Perhaps it is time to recognize that what's going on today is a whole new race concept struggling along under obsolete parameters. Perhaps it is time to come right out with it and give the race a new name, proper parameters, and an appropriate trophy.

The name should evoke images of the cutting edge of modern racing technology, the parameters should reflect what the participants really want, and, of course, the new trophy should be made of some space-age material. I'll not suggest names or parameters for the new race, but as for the trophy, I sort of like a big blob of carbon fiber — as long as they leave lots of room for the corporate logos.

Dick Einshahr
Sacramento

Dick — Although the 12-Meters were certainly sturdy, we wouldn't advocate a return to those relatively staid boats — especially in the light airs of San Diego. Nonetheless, the whole new style of America's Cup racing might benefit from a new trophy — if not a new name,

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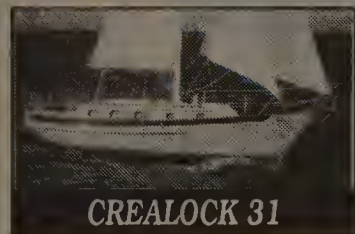
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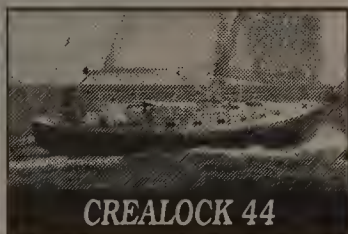
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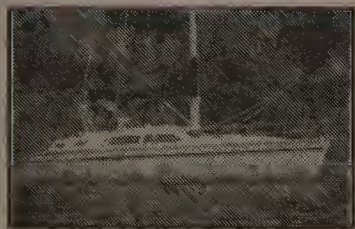
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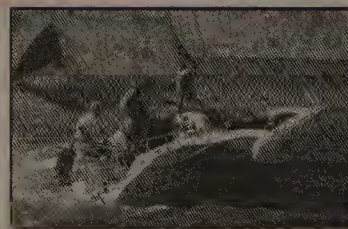
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LETTERS

too.

But what bothers us more about the current America's Cup is: 1) The unnecessarily prohibitive expense which precludes participation from many countries with long sailing traditions, and 2) That so much of the competition is between the lawyer-types on land rather than the sailors on the water. The height of our disappointment came when John Marshall, a stalwart in America's Cup competition as well as the U.S. marine industry, said, "Negotiation is part of the competition." Say it ain't so, John!

But Marshall didn't stop there.

"It's unsettling for sports fans to see the rules changed, but for Cup fans it's not unsettling. The America's Cup is more like the real world than it is like sports."

It certainly is — and that's what's wrong with it.

Ironically, the New York YC, which ran the America's Cup with an iron fist for about a million years, will begin hosting a new event next year called the International Cup — an event that sounds suspiciously like what the America's Cup ought to be like.

The International Cup will be competed for in identical 60-foot hulls designed by Bill Cook, although teams will be able to modify the appendages. The boats, rigs and sails must be made in the country the team is representing, and the crew must all be from that country. In addition, those at the skilled positions all have to be amateurs, which means they can't be employed in any boating-related industry. Three of the 12 crew must be under age 23.

Because of the one-design nature of the boats, it's expected that the budgets for the campaigns will be a very reasonable \$1.5 million each. Having let the America's Cup get away, the International Cup deed states that it will forever be sailed for in the waters off Newport, Rhode Island. The match racing competition will be very similar to the current America's Cup, with defender and challenger sail-offs prior to the best-of-seven main event.

"We don't want to be compared with the America's Cup at all," says Richard Maddock, race director of the International Cup, "which we think is out of even dreaming distance for 'real' people. While still not cheap, a single yacht club, if they wanted, could come up with an entry for the International Cup."

WE WERE DENIED MINIMUM HELP

Having just read your April issue — I've been reading your magazine for longer than anyone I know — I was astonished to read your response to the uninformed — it's the most courteous word I can find — Ricardo Munzo and Cathy Cademarti.

I would have hoped *Latitude's* fine writers and these readers would have taken the time to learn some relevant facts before commenting in print. The facts could easily be found on chart 18662, the Coast Pilot, and Flood Management's I Street daily river height (stage) published daily in the *Sacramento Bee*. Then ask the question "How high is Nam Sang's mast?"; before commenting on who was responsible for Nam Sang being 'tripped' on the overhead power lines at the I Street swing bridge.

The *Latitude* staff member who answered the letter from Ricardo and Cathy wrote, "Unless the power lines were specifically required to provide a certain clearance no matter what, we'd say the skipper was completely responsible". If that person had done a few seconds of research, they would have omitted "no matter what".

It is a fact that chart 18662 clearly states the "OVHD PWR BAC AUTH CL AT HW 74 FT (WEST DRAW)". The Coast Pilot states "The I Street Bridge; the nearby overhead power cable has a clearance of 74 feet over the W draw and 80 feet over the E draw at high water." Maybe you meant — in which case it would have been correct — that "no matter what" the OVHD PWR CAB clearance had to be 74 feet above high water. This clearance is fixed and not a variable. By the way, "High Water" is 33.3 feet above datum. It is stated on chart 18662, Coast Pilot and graciously by Southern Pacific's permit drawing on file with the U.S. Army Corp. of Engineers.

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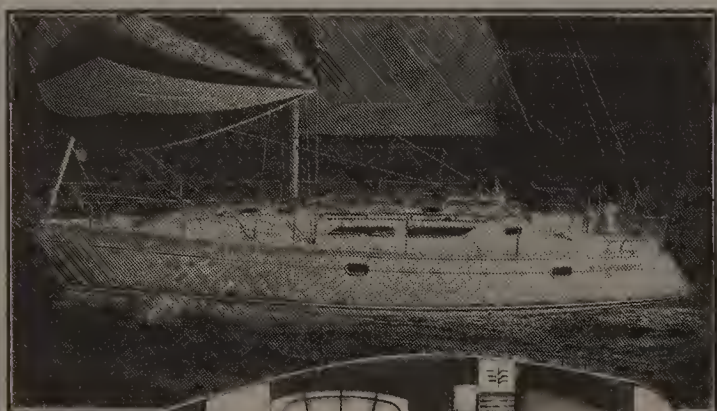
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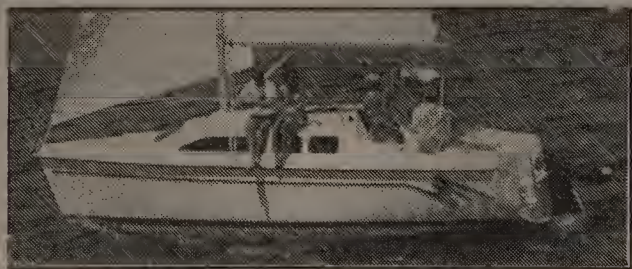
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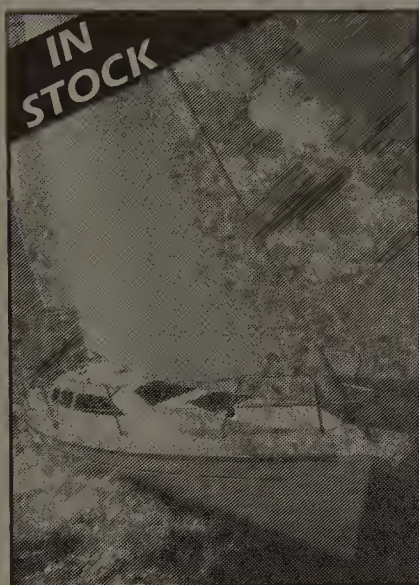
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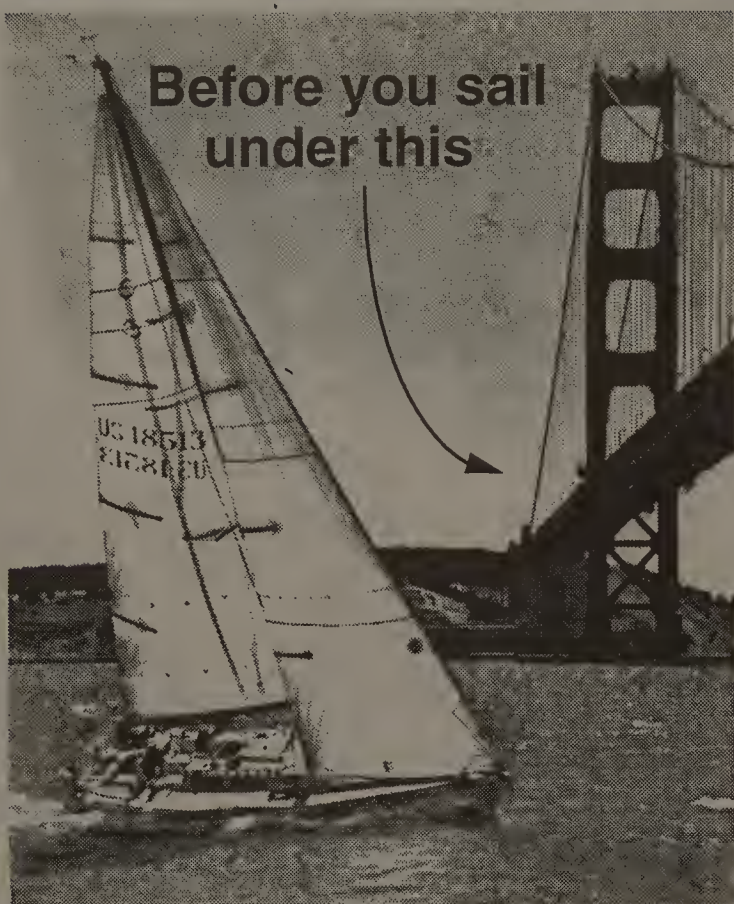
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The authorized power line clearance is *fixed*, it is not a variable. Ricardo and Cathy wrote about "recent heavy rains", "flooding", my "traversing the waters many times before", my "consultation" with my "charts", my "attorney" — but none of those things are relevant.

Further, the Coast Pilot states, "Bridge clearances on the Sacramento River above Rio Vista and on other waterways in the Delta region are at low water". This means lower low water at low-river stage. But remember, *power cable clearances are at high water*. 'High water' is a fixed height above datum.

The real question is whether the power cables were 74 feet at or above high water (which is 33.3 feet). We will never know the exact height or exactly how much the wires were sagging below their authorized clearance, because they were pulled down. But we do know three facts:

1) The river stage or height was 11.59 feet *below* high water for February 4 at the I Street swing bridge. Note that at 1500 hours it was 21.71 feet. If you subtract this 21.71 from 33.3, you get 11.59 feet below high water. Therefore, the authorized clearance from *Nam Sang's* water line to the power line *had* to be 85.59 feet (74 feet plus 11.59 equals 85.59).

2.) Our masthead is *not*, you can be assured, 85.59 feet above the Sacramento River or any other body of water. It's not even necessary to measure the mast to determine that. The mere fact that we were able to pass under the I-80 Pioneer bridge means our masthead was less than 85 feet. See chart 18662 or Coast Pilot.

3) It is a fact that Southern Pacific's overhead power cable had to be lower than its authorized clearance of 74 feet above high water. It is a fact that the river stage was 21.71 feet, and it is a fact that our mast is much lower than 85 feet. Yet we did in fact hit these power cables, got tripped, and 40 minutes later sank.

I had a duty and responsibility as a U.S. Coast Guard Licensed Master and as captain to check for river stages, notams, and the charts for navigation — including aerial navigation.

The other side of this coin is that I had a right to rely on the 'authorized clearances'. I would hope that fellow sailors would take the time to get the facts before adjudicating my rights or duties. In fact, I would hope sailors/*Latitude* would support our efforts to raise, repair and put the liability properly where it belongs, specifically Southern Pacific Railroad. No one has more distaste for lawyers than I, but sometimes you need them. Especially after we asked for, and were denied, minimum help from Southern Pacific in the raising of *Nam Sang*.

Richard Johnson
Nam Sang
Sacramento

Richard — We don't quite understand it, but we seem to be having a lot of problems with bridges lately. Our apologies. Please keep us advised of the situation regarding *Nam Sang* and Southern Pacific.

⇓ MEXICO DOESN'T NEED NO STINKING CRITICS

I've worked at the *Centro Interdisciplinario de Ciencias Marinas, Cicimar*, for the past 3½ years, and with confidence I can say:

1) There are a lot of very good Mexican scientists working on the problem of saving the fishing resource, both commercial and sport species, for Mexico.

2) They are as knowledgeable in ecology as Terry Kennedy and Joyce Clinton could ever be.

3) These Mexican scientists have suggested — as have many other Mexican ecologists and marine scientists — many ways to protect the marine resources of Mexico. Their reasons are always cogent and not based on some silly anthropomorphic characteristics given to a fish species by some romantic.

4) The Mexican government has listened and instituted a number of protection and conservation measures — witness the marine preserve in the north of the Sea of Cortez. I expect they will continue

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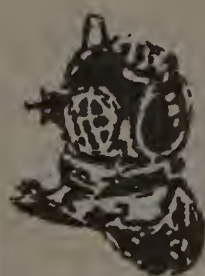
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In this centennial year, we are reissuing a special edition of all of Slocum's writings, including the famous *Sailing Alone Around the World*, which is also available separately in an attractive yet inexpensive hardcover edition (\$14.95). The omnibus edition, with an introduction and commentary by Walter Teller, the renowned Slocum scholar, is called *The Voyages of Joshua Slocum*. This handsome, illustrated volume is \$29.95.

Also back in print, and for the first time in paperback (\$16.50) is the biography *Capt. Joshua Slocum*, written by his son and shipmate Victor Slocum. Of special interest to *Spray* aficionados should be the new book by Bruce Roberts Goodson, the naval architect, who analyzes the captain's boat and describes in great detail the many copies and replicas inspired by her. His book *Spray - The Ultimate Cruising Boat* will be available early May. (Hardcover, illustrated \$29.95)

Here is an entertaining and funny book by one of Slocum's modern followers, Dom Degnon's *Sails Full and By*. Dom, sailor, writer, nautical bookseller, teacher, English major and raconteur, tells of his seven year circumnavigation aboard *Taku*, a 41 foot ketch. *Publishers Weekly*, not exactly your average sailor's rag, is full of praise: "Everything that can happen on a cruise did—equipment failure, groundings, split sails, storms. Sailors will cherish this book." (Hardcover, illustrated \$27.50)

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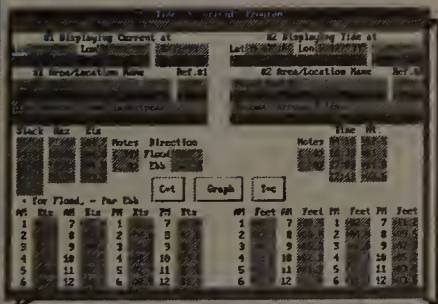
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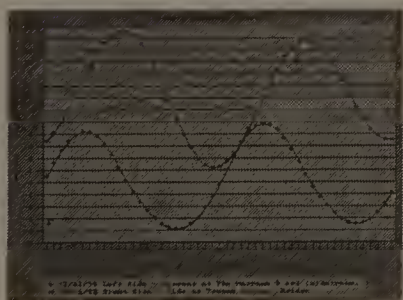
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LETTERS

to do so as more information is generated and practical ideas expounded. The government is interested in saving the marine life both as a tourist attraction and because it's needed to feed their people. They also recognize the interrelation the abundant sea life of Mexican waters has to sea life distant from their shore.

All that being said, you might guess — especially with the Big Brother attitude of the U.S. toward Mexico as it is felt by this country — that the Mexican government and its people are not particularly interested in what a couple of American yachties might have to say about the way Mexico is being run. Mexico is a collection of people very proud about themselves, their society, and their country. They will react just as you would react if some foreign visitors came into San Francisco Bay and tried to shame the local governments to do what they, the foreigners, thought was proper. And if they did it without any diplomacy, saying that Americans were cruel, inhumane and not interested in preserving some cute little species of fish. "We don't need no stinking critics," you'd say. No, you wouldn't like someone coming in trying to make a fool of you — so you may assume Mexicans feel the same way.

I know you make a big thing about libertarianism in your editorializing: the wish to make your own decisions without government coercion. More power to you, but please allow others the same courtesy.

Ellis Glazier
La Paz

Ellis — At some point in the massacre of sea life in the Sea of Cortez and other Mexican waters, you're going to have to decide that the preservation of that resource is more important than whether or not you bruise someone's or some country's feelings. The facts are this: to date the Mexican government has done an atrocious job managing their ocean resources.

And we're laying no claim to the moral high ground. Terry Kennedy was a diver who was inclined toward excessive fish killing. And our own United States government has done an equally incompetent job with our fish resources. But shouldn't we learn from our mistakes? And shouldn't we want to share that knowledge with other people and other countries, so they don't make the same mistakes we did?

When 'First World' volunteers go to Third World countries to, for example, teach mothers how easy it is to prevent their babies from dying of dehydration, it's not to make fools of them but to help them. It's the same with Terry Kennedy; he's got no interest in belittling Mexicans, he wants to save his beloved manta rays — and the rest of Mexico's marine resources. We don't know if he consciously meant to take his case to 'the people' as opposed to 'the government', but in some countries, such as Mexico, that's the only way there's going to be significant progress.

So come on, Ellis, get on the bandwagon! And who knows, if you do, you might acquire what would appear to be some much-needed romanticism. It's usually good to be a human first and a scientist second.

↓↑WE AGREE WITH JOYCE AND TERRY

We just read the Manta Madness article that appeared in the November issue. Since it's many months later, that will give you an idea of how slow mail delivery is out here in the Western Pacific.

As some of the few people lucky enough to have ridden the big mantas at Benedicto, we can understand the grief, anger, and sense of purpose that the loss of friends can bring about. I emphasize 'friends' as it is hard to conceive of beings that you have joyously played with as anything but that. We agree with Terry Kennedy and Joyce Clinton that cruisers can help become part of an environmental solution — as it's easy to become a true friend of the earth when you're immersed like us in her rhythms.

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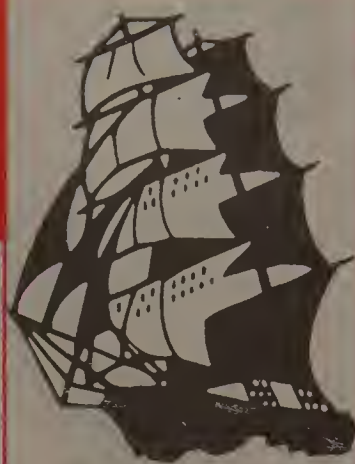
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LETTERS

between remote and pristine atolls and the badly damaged ecosystems of many of the overpopulated western islands. We've touched grazing turtles while they eyed us in obvious astonishment, and we've dove in passes where everything larger than six inches in length fled in terror. We've seen coral reefs in riotous diversity and color, and others that looked bombed — and probably had been.

Given these perspectives, we find that we are — in general — much more aware of environmental concerns and damage than the local populations. We fully support the Sea Watch idea and would suggest that some graduate students and/or agencies involved in ocean studies try to get involved more with the cruising nets. With modern communication, it's possible to exchange ideas and data easily, and there are cruisers out here who go where the data points are scarce.

All of us who have been going to Baja regularly have seen the exponential damage there over the last 15 to 20 years. With the population explosion that is just beginning to hit here in the Western Pacific, I expect to see the same results here — but with much less chance for easy recovery because of the many political entities involved and the lesser fertility of the open Pacific.

Thank you Terry, Joyce and Mike — and thank you *Latitude* for helping us keep in touch wherever we are.

Chris Bell
Fair Rover II

Chuuk, Federated States of Micronesia / Isleton

WARPED THINKING

I've enclosed an article from a March issue of the Southern California Log which reflects the continued warped thinking of the San Diego Port District with regard to boaters. I quote, "Come June 1, illegally anchored vessels *will* be seized — and possibly destroyed." So now we have to look forward not only to having our boats seized, and our ladies' underwear fondled, but quite possibly having our boats destroyed.

I, for one, will boycott San Diego until their attitudes and actions change. I hope other cruisers are considering doing the same.

Chuck Woods

Oriana

Northern California

Chuck — We wrote a little bit about this proposal last month and cautioned readers against necessarily having a knee-jerk reaction against it. Although the San Diego Harbor Police is involved, this wouldn't be like the Mengahs' Eagle's Quest being seized last November — not unless they abandoned their boat.

As it stands right now, a surprising number of people with boats have been leaving them on the hook — at no charge — just off San Diego's Shelter Island in an area known as the Roadstead. And when we say 'boats', in many cases we mean derelicts. When we say 'leaving them', it's often a euphemism for abandoning the vessels in question.

These abandoned boats and derelicts — many of which are unregistered and undocumented — don't fare too well on their own. They break loose from their moorings and become hazards to navigation. And sometimes they sink, polluting the waters of San Diego Bay with fuel and other toxics. Since the owners can't be found or won't identify themselves, taxpayers once again get to pick up the tab.

To our way of thinking, unregistered and undocumented boats left abandoned and unregistered for long periods of time should be seized and either sold or destroyed — before they become an even greater liability for taxpayers.

So where will cruisers be able to anchor in San Diego Bay? Check out this month's Sightings for the pleasant answer to that question.

ON MY GRAVE

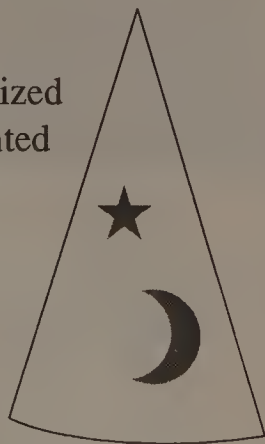
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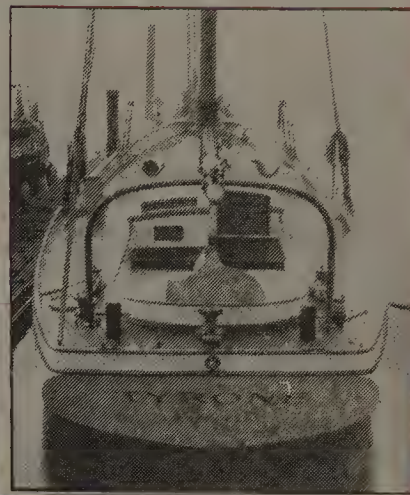
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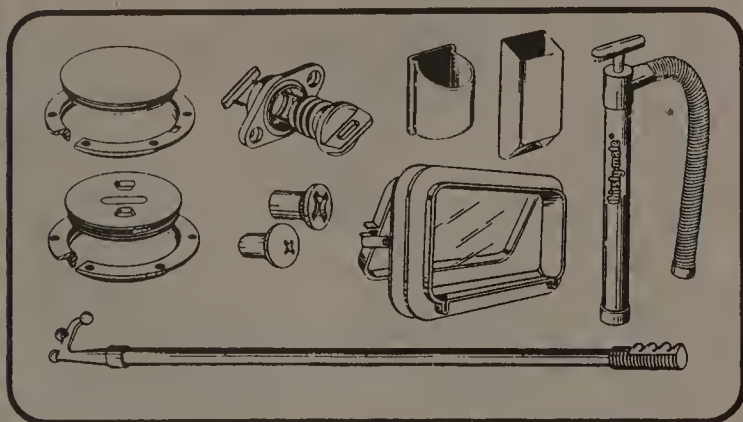
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LETTERS

Crew List? — Joe Segreto, 45, (408) 365-9415, Pearson Triton 29, Bay/Coastal, year round, 1, 8, (cook, busy stuff). (#8 means: *Be unattached and unopposed to the possibility of a friendship blossoming.*)

A: The only thing blossoming will be the flowers on your grave!!

A tiny typo — an 8 instead of 3 — nearly ran me aground. Actually, it read 1,3b,4.

If the crew fits, call me. If you are single, unattached and unopposed to the possibility of a friendship blossoming, you can still can me — after 20 years with the same bride, maybe I can offer some fatherly advice. Just be discreet when Connie answers the phone, and focus more on pulling in the sheets rather than pulling them over.

Joe Segreto
San Jose

Joe — As impossible as it seems, we made an error in the Crew List forms. Fortunately, it was a small mistake, one which shouldn't result in more than 100 divorces and several O.J.s. See Sightings for details.

⇅ HOSPITALITY, SAN DIEGO YC STYLE

Apparently I've achieved the *mañanaland* spirit, since this letter was written three months ago. But since the San Diego Harbor Patrol bullies are still a topic, I'm compelled to relate a *positive* experience we had in San Diego.

We arrived at the San Diego YC on December 10, ready for a break after the 40-45 knot winds between Cape St. Martin and Pt. Arguello blew us south. We tried to raise the Harbor Patrol on the VHF to find out what channel the yacht club monitors, but they didn't respond, so we were spared any interaction with them. But a pilot boat gave us the right channel and we spoke with Cal Callihen, the San Diego YC dockmaster, who directed us to a slip. Our planned three-day stopover turned into a week-long party because we so enjoyed the professionalism of the staff and friendliness of club members.

Okay, they might be expected to have their act together — after all, they do have the Cup in their trophy room — but there was no end to their hospitality. Cal made sure everything was to our satisfaction and told us several times that the club was for our enjoyment. He even brought phone messages to our boat! The convenience to the chandleries and sail lofts is great and made me jealous that the available marine services in Sausalito pale by comparison.

Fully rested from the pool, jacuzzi and inexpensive food at the club, we finally departed, but with the greatest appreciation for these terrific folks.

By the way, our shakedown leg down the California coast went well, and I credit some of it to the excellent assistance I received from my friend Steven 'Carlos' Badell who runs Excellence For Yachts in Sausalito. It's well worthwhile to have someone like him help prepare your boat for offshore. While my wife and I are experienced sailors, it's prudent to get a set of expert eyes to look things over.

Well, now for the tax returns. Then in a day or two we're off to the South Pacific.

Mark and Laura Imus
Hammerhead, Pratt 42
Zihuatañejo / Sausalito

Mark & Laura — They don't make clubs much nicer than the San Diego YC. It's a great facility, and the staff and members are pretty terrific.

A word to the wise: For whatever reason, the San Diego Harbor Police will not respond to radio calls for the 'San Diego Harbor Patrol' — even though there's no such thing as the latter. It might seem like splitting hairs to the rest of us, but the distinction is obviously very important to them.

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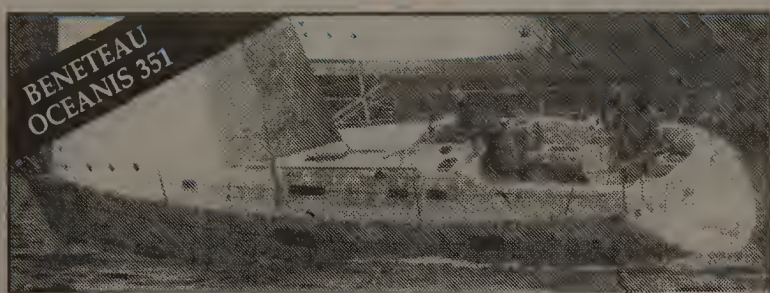
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LETTERS

DEAD LAST

It may be of interest to your readers that Wilbur [March Letters] crewed for me two years ago on the OYRA race to Drakes Bay. We came in dead last on the return leg because Wilbur, our foredeck man, jumped ship and hitchhiked from Pt. Reyes to a farm in Mendocino. Haven't heard from him since.

Maxmillion
Pt. Richmond

WE FELL IN LOVE AND WERE MARRIED

What a thrill to read all about the past exploits of the man in our life! As fascinating as Wilbur might have been back in the days of his many adventures in the South Pacific, he's even more charismatic now. He showed up in Garberville almost two years ago, we fell in love, were married, and have disappeared into the woods to build a new boat so that we might sail to India.

Peace — through pot and polygamy.

Camilla, Lucinda, Denise, Bethany and Bootsy
(and Emperor Wilbur)

Wilburville, Republic of Love, Mendocino County

NOW I UNDERSTAND

Thank you, thank you, thank you for letting Max be Lee's channel.

The great vang location problem several years ago was, for me, the opportunity for my boating friends to accuse me of having smoked too much LDS.

My boat needed replacement of an aged vang fitting just as I became hooked on the notion of boat improvement rather than just boat maintenance. My thinking then was not as elegant as is Lee's, but the conclusion reached was the same.

To wit: what if the height of the boom above deck equalled boom length? A fitting at the boom end would ensure the magic 45° angle. A boom of no length at all would allow a vang which pulled straight down. Always, the vang at boom end.

Thanks to Max and to Lee, I now understand that my friends had been smoking LDS. My improvement located the vang fitting on the boom at twice the boom height. That location kept the vang out of the cockpit leaving adequate headroom.

Phyllis Ihnn
Davis

Phyllis — If LDS stands for 'acid', you've had way too much.

NEVER BEEN SNUBBED

I'm writing in response to the March letter of Ed Martin, the retired Navy sailor who is going to ply the Bay aboard his used MacGregor and who is a little concerned about how he might be received.

Here's my story: I never sailed a day in my life, and was doing duty for God and Country on the plains of Anatolia, Turkey, at a NATO communications site. I was sitting at a bar one day crying in my beer and missing the good ol' USA, when a fellow airman sat down beside me and said, "Hey man, want to see a picture of my boat?"

"Sure," I said, "Not much going on here."

Well, he pulled out his wallet and showed me the picture of the prettiest sailboat, with Sausalito in the background. After talking with him several more times about the sailing life, the fine folks, and sailing the Bay, and after reading every issue of *Latitude* he had, I was — in the middle of the Anatolian desert — consumed with boat fever.

In time we both returned to the Bay Area, and off I went looking for a boat. But I had two problems: I'd never sailed a day in my life, and couldn't afford a Crealock or Hans Christian. In order to learn about sailing, I went to the Coast Guard Auxiliary Safe Boating Classes. I learned how to be safe, but not much about sailing, so I read everything I could about sailing. It was kind of like flying; easy to read about, but not quite the same as actually doing it.

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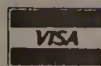
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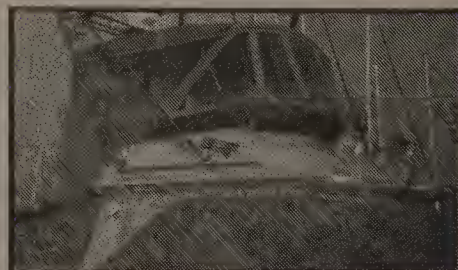


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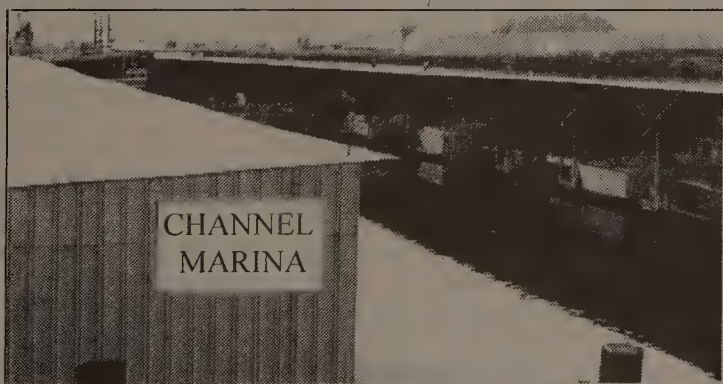


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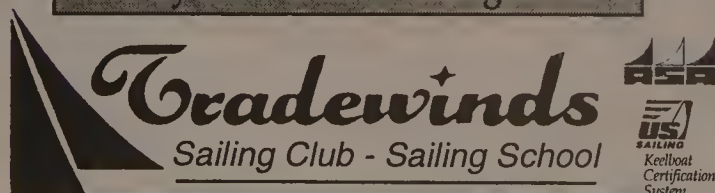
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Anyway, I finally settled on a MacGregor 26. A smart-looking, inexpensive little boat that I thought would be rather forgiving for a novice. Now, after five years of sailing the Bay and Delta and making every mistake and more a new sailor can make, I have yet to meet a sailor out there who has snubbed me because of my modest boat or even my inexperience. I've gotten nothing but help, encouragement, friendliness, tactful suggestions and free lessons. I've even gotten great sails on boats whose captains have invited me aboard, and have raised a beer — or two or three — with those Crealock, Hans Christian and Morgan owners. They've all been great people, and the size of their boat and their wealth has meant little. What's mattered has been the fellowship.

Like the good folks at *Latitude* said, if anyone snubs you, they ain't worth your time — you should know that after 23 years in the Navy, Ed! So get that MacGregor, get out there and sail the Bay. I hope to see you and sail with you. We'll get those two little MacGregors side by side and might end up in the monthly 'Looking Good' photo.

Mike Boyett
MacGregor 26, Cajasco
Suisun

THE DARK HULL BLUES?

As one of your millions of loyal followers, I'm writing for some of your expert advise — with the possible added benefit of getting some feedback from some readers who actually know what they're talking about. Ha, ha — just kidding.

I'm in the process of defining the requirements for my retirement home, and so far I've been able to narrow it down to the point that I know it will be a sailboat. I can hear your groans of despair at this point, because you probably think this is another 'What boat do you recommend?' letter. But it's not.

What I'm looking for is the answer to an environmental question with regard to cabin warming — or the lack thereof. As I plan to spend most of my time in much warmer weather than we find here in the Bay Area, and as I prefer dark blue hulls, I'm curious about the effect a dark fiberglass hull would have on cabin temperature in the tropics. I know, of course, that dark colors absorb sunlight and heat while light colors reflect it, but my question is to what degree? (Pun intentional.) I'd like to have a dark blue hull, but my comfort level belowdecks is of far greater importance than hull aesthetics.

Also, what is the impact of a wood over fiberglass deck as compared to fiberglass only? Is the wood extra insulation or does it just absorb more heat?

Tom Johnson
Concord

Tom — We had a *Bounty II* that we painted dark blue. When we took her up the Delta, the inside of the hull was literally hot to the touch. To what degree? Who knows, we didn't carry a hull thermometer back in those days.

Two other considerations: Dark hulls show every imperfection in the hull, and it's hard to keep them from fading in the tropics.

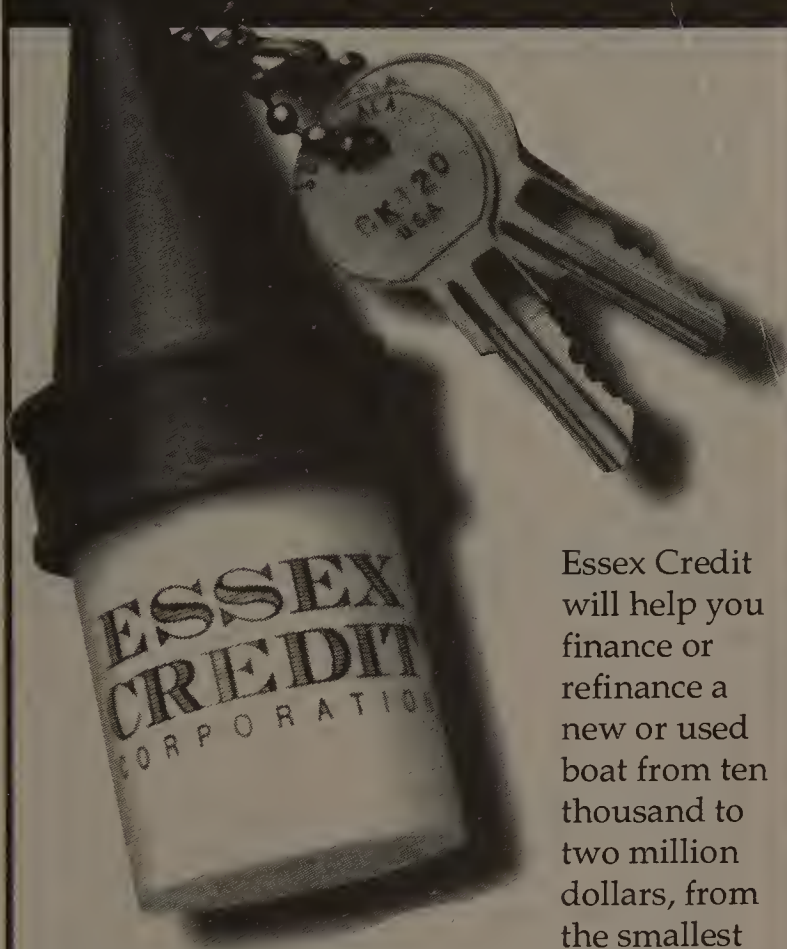
Our guess is that wood over fiberglass would provide extra insulation. Are we right?

A DELIBERATE LIE

It's interesting that P. Thum thought that Mr. Denton, the Harbor Agent at Honokohau the Big Island, was a "nice guy". When I went to see him about a year ago to get numbers for my 11-ft Avon, he was so confrontational that I was under no illusion about whether he was a nice guy or not.

When I told Denton that I no longer had the receipt for the Avon — which I'd brought from California six years before — Denton said there was no possible way to register my dinghy. But when I persisted, he finally gave me some forms — including one to trailer the boat,

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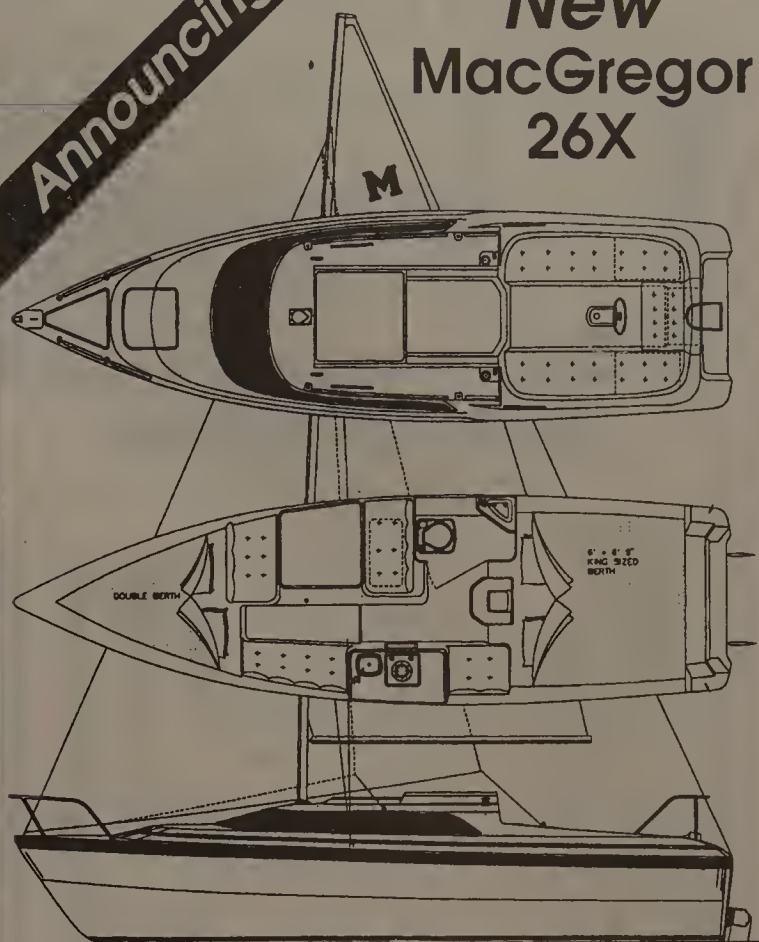
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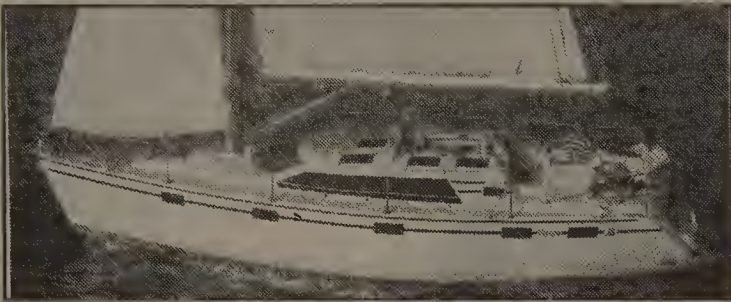
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LETTERS

which involved a \$25 annual fee. When I advised him that I didn't have a trailer, he said it was actually an "ocean access fee" — and would have to be paid anyway. This, as it turned out, was a deliberate lie.

I heartily agree with *Latitude's* suggested solution to Mr. Denton and all other "tin horn dictators". He does a disservice to the other gentlemen I have worked with who are employed by the State of Hawaii.

One other thing I find curious in Thum's letter: What does he suggest one does with their boat while waiting years for a slip? I think the six months option he complains about is the only logical way. I waited for four years to get into Kawaihae Harbor, and for the last two had to keep moving my boat like a homeless person.

Eternal vigilance is the price for fairness; keep up the good work.

Tommy Tinker
Kapa'au, Hawaii

Tommy — It's true that the tormented often become protective of their tormentors. In a later letter, Robert Coleman condemns the San Diego Harbor Police for violating mariners' Fourth Amendment rights — but then says anyone who comes to San Diego without an attitude will be treated well. That doesn't compute any more than does Thum saying how nice Denton was while he misled him about his navigation rights. What gives?

As for the six month option when your name comes up for a berth, that's a common — and reasonable — feature of many berth lists.

SEVEN PAGES AND SIXTY ITEMS

Over 500 cruising skippers who came to New Zealand to get shelter from the South Pacific cyclone season and to refit their boats have discovered they will not be allowed to leave New Zealand until their yachts have been inspected by a New Zealand Yachting Federation inspector. None were warned of this retroactive legislation — Article 21 — when they arrived.

The new law requires an inspection of each foreign pleasure craft to certify that it meets a nebulous set of safety standards. These standards changed four times in the first six weeks after enactment, and apply only to yachts departing for international waters.

"As United States citizens, aboard a U.S. documented vessel, we ... feel New Zealand's actions are a violation of our sovereign rights", protest Zack and Jody Taylor. San Francisco sailor Foster Goodfellow, also angered by the new law, says "New Zealand should not presume to legislate the high seas."

So far, New Zealand's Ministry of Transport has brushed aside arguments that their actions breach international law and practice, and has rejected figures which show that foreign boats are actually safer than New Zealand's own boats. The foreign sailors point out that while New Zealand is demanding safety inspections for foreign boats travelling to international waters, there are no standards whatsoever for New Zealand's coastal and inshore waters!

Caught in this regulatory trap, most skippers argue that their boats are equipped to even higher standards than required. They agree that boats need to be safe, but insist that only their country of origin can impose standards on them. However, in a recent interview on national radio, the New Zealand Director of Maritime Safety, Mr. Russell Kilvington, insisted on the need for the legislation and indicated his lack of confidence in American safety standards.

A storm of protest is gathering force in New Zealand. The New Zealand Yachting Federation, which had originally supported the new law, has just reversed its stance after some of its most prominent members resigned in disgust. The yachting 'tourists' caught by this law are bent on fighting it and are advising fellow yachtsmen to avoid New Zealand and its products until the law is repealed. Marine industry figures show that foreign boats spend around US \$20 million each year, so a boycott would quickly hurt New Zealand's tourism and marine industry. Maybe then the government will re-evaluate



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STILL OVER-CANVASSED?

Summer winds will soon be here again and it's time to make sure you have a small enough sail to deal with them. Your working jib, lapper, club jib or whatever you call it is probably about a 110-115% — too big for the 20-30 knot breezes we'll get just about every day until September. An 80 or 90% short hoist, heavy weather jib with a single- or double-reefed main is what you should be carrying to make Bay sailing enjoyable and safe.

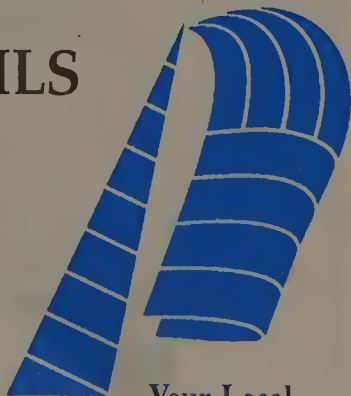
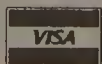


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LETTERS

their decision.

Meanwhile, the inspection standards have been 'relaxed' down to a mere seven pages and 60 items! Included in the requirements are four buckets. Under this absurd regime, a boat with only three buckets will be refused clearance. A singlehander has asked, "What am I gonna do with four buckets?"

In San Diego, Kiwi sailors continue to lead the charge towards the America's Cup challenge, oblivious to the damage their own government has done to their country's image in world cruising circles.

By the way, does anyone think four buckets would have helped one Australia?

Sally Andrew
FellowShip, Yamaha 33
Auckland, New Zealand / Alameda

Readers — See Sightings for the latest on the battle between foreign cruisers and the Kiwi government.

THIS SUNSET'S FOR VAN

I don't know of one person who enjoyed *Latitude* any more than Van of the *Western Sea*. He never let a month pass without finding a copy somehow, somewhere.

Van and I started cruising in 1989, and enjoyed this lifestyle to the fullest. We both love the water, the sea life, the beautiful sunsets and sunrises, and we've been avid fishermen aboard our dream boat *Western Sea*. And one of our greatest pleasures has been all the wonderful friends we met along the way; the boats we buddy-boated with and those met in passing.

Today I regret to inform everyone that my captain, my comrade, my lover, my best friend, my husband, passed away April 11, 1995, after suffering a massive stroke. He is in a better place now, so when all of his friends out there in the cruising world see a beautiful sunset over the clear blue water, please say, "This one's for you, Van!"

I'm staying with my son Elvin in Sacramento. If anyone would like to get in touch, I would love to hear from you at 5649 White Fir Way #3, Sacramento, CA 95841. Each of you take care of each other, and may you always know calm seas.

Bernadine Van Deventer
Western Sea
Sacramento

Bernadine — We're very saddened to hear the news, but based on the conversations we had with you and Van both going down to Mexico in '93 and in Escondido in '94, at least Van lived a full life. He seemed very proud of his being responsible for all the underwater work on Panama's Bridge of the Americas, and we loved his story of the giant Russian / Japanese / American industrial project that had the two of you living in Siberia for several years.

The next time we're in the appropriate environment, we'll be sure to sip one in remembrance of him.

SEEING THE LIGHT

I thought I'd add my two cents' worth regarding the question of why pirates wore gold earrings.

As a student of Chinese Medicine more than 20 years ago, I was introduced to the concept and told the function of such earrings was to stimulate vision. We all know that superior eyesight had many advantages prior to radar, sonar and other goodies — especially for bloody pirates.

Gold needles are used to stimulate the energy channels, while silver is used to sedate other channels. (We won't get into what stainless needles — commonly used today — are used for.) Usually a physician inserted the earring — just as some people today use ear acupuncture needles to quit smoking, or wrist bands for seasickness — both of which are rather flaky cures.

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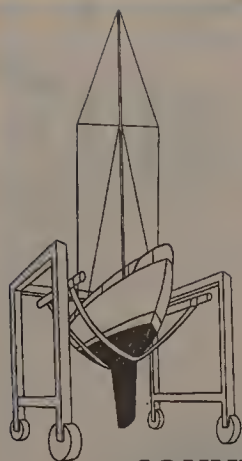
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LETTERS

As to the facts, who knows for sure? But this 5,000-year-old science/art keeps abobbing up har and thar, maties.

Ray 'Is The Name, Light Is The Game' Marrilla
Sacramento

STAND BY ME

The notorious squall during the Doublehanded Farallones on April 8 that forced Peter Hogg to use his 'can opener', also zapped several other competitors. Unfortunately, our beautiful Lapworth 50 *Caprice* was among the injured, losing her mast and rigging, and suffering scratches and other damage.

The good news was that a fellow racer, Jay Ailworth aboard his *Strange Bird*, abandoned the race to stand by *Caprice*. Jack Scullion and my husband Dave spent several hours trying to save the rig, before deciding to pull the pins and let it go. Then they limped home with an engine that was grumpy about 'snap rolls' caused by huge seas. Ailworth's patience during this unpleasant — even dangerous — vigil was more than appreciated. Our crew had no time to rig an emergency antenna and were isolated in their struggle. But Ailworth and *Strange Bird* escorted them all the way to the berth.

We have complained in the past about numb and complacent racers, so this is our opportunity to laud one for assistance above and beyond the call of duty. Thanks so much, Jay. Your assistance was a comfort — and could easily have been an absolute necessity.

Barbara Lenschmidt
(for David Lenschmidt and Jack Scullion)
Alameda

TAKING CARE OF WHAT YOU'VE GOT

I'd like to add my two cents to Jim Leech's tips in the April issue concerning the care of furling jibs. My solution is to remove the sheets altogether, coil and stow them. Then I run a short line from a free shackle at the foot of the mast through the clew and back to the shackle. This maintains leech tension and clears up the deck. It may take me an extra five minutes when buttoning down, but it looks clean, secures the jib, and prolongs the life of the sail and sheets. And the short line is much cheaper to replace.

I would never think of dropping the sail for winter since we sail almost as much in the winter as the summer. We are one of the handful of boats that show up at Catalina to take advantage of quiet winter weekends. Sailing as much as we do means more wear and tear, and sailing on a budget means taking care of what you've got. I'd rather spend a few minutes of my time here and there rather than dollars I don't have to replace gear sooner than necessary.

M. Lee Locke
Balance, C&C 27
Long Beach

ANGLE OR ANGEL?

Bahia Corinthian YC in Newport Beach has, for years, put on a seven-race series called 'Angelman' in honor of Hugh Angelman. But I noted with horror that his daughter, in a letter in the April issue of *Latitude* spells it 'Angleman'.

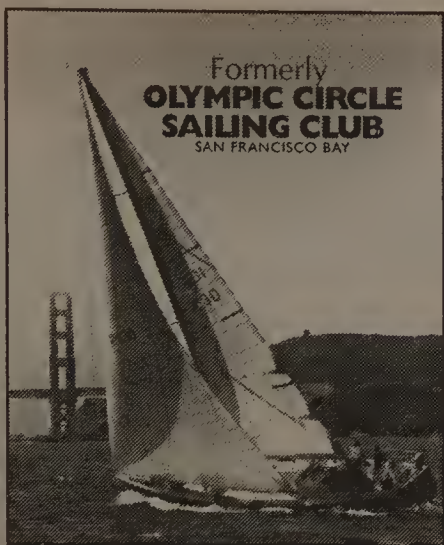
Yikes! Can you verify that your typesetter didn't 'correct' her handwriting? I'm the assistant editor of our club mag and feel our journalistic integrity is in the toilet.

E. Bynon
Newport Beach

E. — It's *Latitude's* integrity you have to worry about, as the combination of our typesetter, editor and spellchecker failed somewhere along the line. 'Angelman' is correct.

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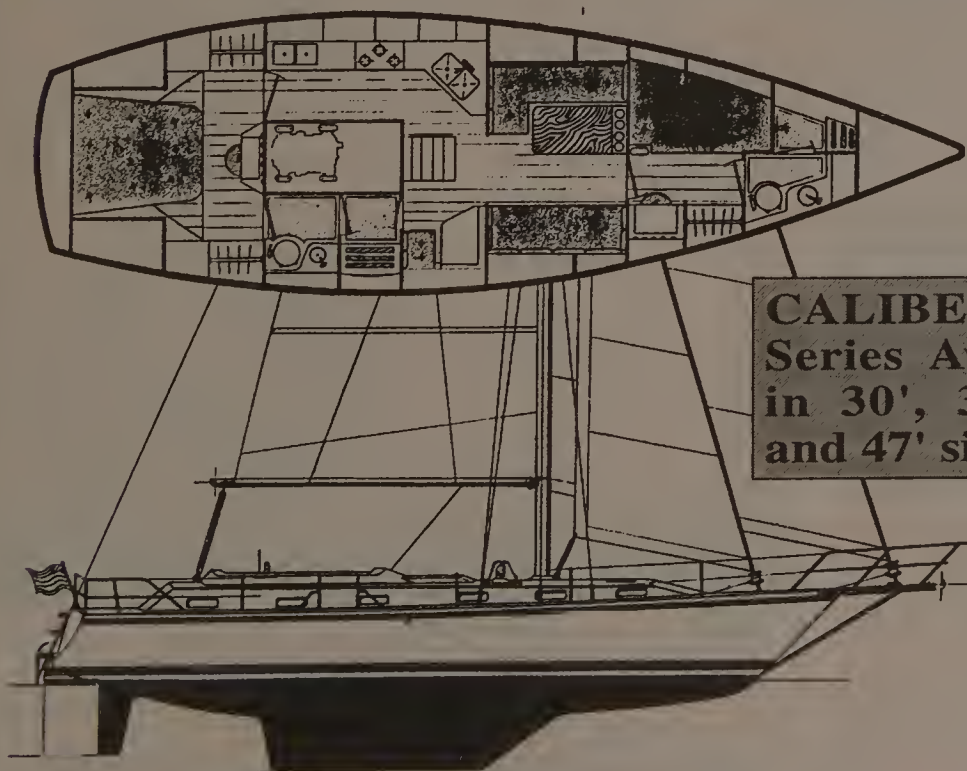
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LETTERS

community and your magazine, I find the present controversy concerning New Zealand maritime departure laws very amusing. I'm not sure which side to take.

My first reaction is to simply laugh and tell you guys not to take the matter so seriously. You need to understand Kiwi culture. A nation with only three million people has a government with nothing much to do except pass ridiculous laws that nobody takes much notice of, so making laws is something of a national pastime. And one of the most common Kiwi cliches is that 'laws are made to be broken'.

Let's also remember that New Zealand has a total coastline comparable to that of the United States. To defend and patrol the coast line and to enforce the maritime laws the nation has the following resources:

1) Five frigates. Two of which are being refitted — which is an excuse for the government admitting they haven't got enough money to run them — and one on a goodwill tour of the world. That leaves two frigates to defend the nation.

2) About five to seven gunboats.

3) A few World War II gunboats. These are run by Navy Reserves, carry no armament, and only put to sea on weekends.

4) Unarmed marine patrols in major ports.

5) A citizen volunteer 'coast guard' of privately-owned pleasure craft — sort of like the U.S. Coast Guard Auxiliary — and used solely for Search & Rescue.

As you can no doubt see by the above list, the possibilities of leaving New Zealand illegally by sea are formidable. Bear in mind, though, that the most exciting thing that all these maritime forces have to do — other than Search & Rescue — is to arrest the odd Taiwan fishing boat that comes inside the 200-mile territorial limit. Thus the notion that a foreign yacht might try taking off without having paid the \$75 for the newly legislated inspection might really get the adrenaline pumping.

However, if such a laughable thing should happen, I'm sure a few cans of beer would take care of the matter. If not, then a few tails of crayfish definitely will.

However, the other side of me says something else. Do you really think people will miss the most beautiful country in the world for a measly \$75? If you fly out of New Zealand, the airport departure tax for a couple would be \$30 U.S. dollars. So if you leave by boat, it's only another \$45 — or \$22.50 per person. Also, as long as you're in New Zealand's territorial waters, you are sailing in some of the most dangerous waters in the world with regard to weather. This means you're in a place where a horde of sea-loving volunteers receiving no government funding are prepared to put their lives on the line to rescue you.

A few years ago, a Russian cruise ship went down off the coast of the South Island. Every single person was rescued by local volunteers, and not a single life was lost.

Don't you think a nation that can't even afford to run its Navy ought to be entitled to a small donation for efforts that might result in the saving of your life? Call it 'insurance' if you'd like. Please tell me of any other country that is so isolated, has such limited financial resources, has such a vast area of ocean to patrol — and yet is still willing to deploy its navy, air force, police agencies, and civilians in an effort to rescue a lone sailor who put to sea without such basic equipment as required by the proposed law?

Ask anyone rescued in the 'Queen's Birthday Blow' if they think the efforts made on their behalf was worth \$75? I think you ought to lighten up. If you really want to complain about something, why don't you complain about the \$85 annual fee to operate a VHF marine radio on the Bay?

Dave Taft
Sacramento

Dave — There's a couple of factual errors that need to be corrected. First, the radio license fee in the United States is \$115 —

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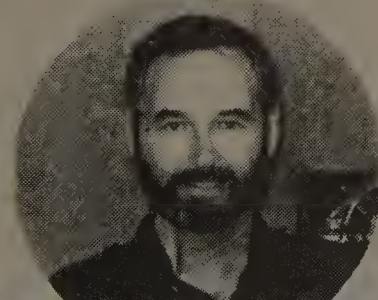
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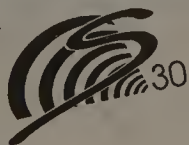
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LETTERS

but it's good for 10 years, not just one. As for the 'inspection fee' being charged in New Zealand, it's \$75 Kiwi — which makes it something like \$50 U.S.

And what's this obsession with 'defending' Kiwi shores? From whom, yachties who march there each winter by the hundreds to dump \$20 million U.S. into the New Zealand economy?

We think the intensity of the cruisers' wrath is based on their being insulted: insulted that these fees are the thanks for bolstering the Kiwi economy, and insulted that the Kiwi government thinks some inspector might know more about some cruiser's boat after a 15-minute inspection than the owner does after 15,000 ocean miles. And the fact that it might possibly set a bad precedent for other countries.

In any event, we think it won't be long before the Kiwi government realizes that they're dabbling in false economy. The amount of cruising money that won't come pouring in next year will far exceed the amount of money that would have been collected by fees and saved in Search & Rescues that would have been prevented as a result of the safety inspections.

IF IT AIN'T BROKE, DON'T FIX IT

It really irritates me to read of equipment failures aboard cruising yachts at sea. Let it be known that the equipment on a yacht has a service life, which is the life of the part/component until it needs to be replaced or is subject to failure.

This attitude of 'if it ain't broke, don't fix it' isn't fair to passengers — nor the Coast Guard, which has to bail us out. As sailors, we have a serious responsibility to provide all who travel on our boats with a safe and enjoyable passage — and without the mast coming down, a thru-hull fitting failing, or some similar problem.

If you don't know the service life of your standing rigging, for example, you should ask. Call the rigging shop and ask the experts; they'll have an honest answer for you. Rigging, for example, has a service life of 8-12 years. If your rigging is older than that, you should have it replaced to avoid both embarrassment and the legal liability of someone getting hurt.

United Airlines doesn't wait for a component to fail aboard their aircraft before it's replaced; it's replaced within its service life, far in advance of when it should fail. As responsible skippers, shouldn't we have the same respect for our boats?

If you don't know the service life of a component on your boat, ask the clerks at Svendsen's or West Marine. They have a wealth of knowledge that should be utilized.

Alan Peterson
Fremont

Alan — We appreciate your sentiments, but think you're a little off the mark. In the first place, 'if it ain't broke, don't fix it' is more a humorous saying than a serious maxim. Furthermore, it's generally understood to refer to non-critical parts or components.

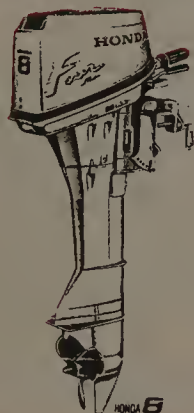
Secondly, the wear on critical parts varies tremendously depending on the quality of the part, the amount of use it gets, and the area it's used in. Low quality stainless rigging won't last eight years in harsh tropics, for example, while it might hold up just fine for 20 years of light use in a benign lake environment. The same thing is true with thru-hulls. If a boat is 'hot' or kept in a 'hot' harbor, even a good quality thru-hull might not last a year. Boats in other harbors may have thru-hulls that are still in good shape after 15 years. The amount of time a part or component has been on a boat isn't a very good indicator of whether or not it needs to be replaced.

Thirdly, while we have great respect for the clerks at places like Svendsen's and West Marine, boatowners are usually better off getting advice from an experienced marine surveyor. Their expertise is evaluating the condition of a boat and her gear. Which is why insurance companies — which are often left holding the bag in liability cases — rely so heavily on marine surveys.

As for critical parts and systems, taking chances with potentially

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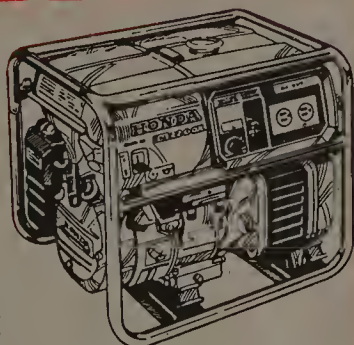


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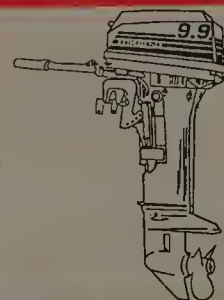
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LETTERS

worn out parts is indeed risky business. If anyone needs proof, they only need remember what happened to Oracle.

⇓⇓TWO OR MORE TIRES IN A SERIES

With all the recent attention given to storm drogues — and especially Chris Barry's letter about various types and deployments — I'm surprised that nobody's mentioned the old standby: towing a car tire behind 100 feet of stout line.

The shape of the tire gives it great drag characteristics; it's as tough as Isabelle Autissier so the chain attachment won't chafe through it; and since it fills with water and floats about 75% submerged, it won't get tossed around unless conditions get so bad that you'd probably die anyway.

You could conceivably tie an anchor or other suitable deadweight to the tire to keep it completely submerged. But you'd better check with Lee Helm on that; I believe submerging the tire completely would cut down considerably on its drag force. Maybe the best answer is two or more tires in a series.

On a completely unrelated subject, the Kellogg and Diana Fleming interview of several months ago was great. But now I'm hopelessly in love with Diana. Since your interviewer forgot to ask the first time around, please re-contact her and find out if she's ready to dump what's-his-name and take up with the likes of me.

Name Withheld Because of Embarrassment
Alameda

N.W.B.E. — We recently got a letter from Kellogg and the woman you're in love with. We're sorry to report it doesn't sound too good for you.

"On December 28 we got the pink slip — Dutch version — for a beautiful traditional Luxemotor iron-riveted 75-ft long and 15-ft wide motor barge. She was built in 1921 and was used for hauling 'agricultural products' — perhaps manure — in Holland's flower-growing region. But don't construe this bit of success as an indication that things are totally in control. Cold latitudes are high on our list of predicaments to try to avoid, but here we are wintering in a Dutch campground.

"Spring should find the steelwork done — a deck over the cargo hold, new diesel, new tanks — and we will slide south through the canals to Central France. We will fit out the interior there, the barge tied to the canal bank near Auxerre. Between blows of the B&D electric hammer, Diana will be working for her Diplome d'Etudes Culinaires at the nearby Varenne School. We should be ready to go cruising by the spring of '96."

For readers who don't remember, after spending 13 years building the Garden 46 Swan in San Francisco, Kellogg hooked up with Diana and took off for a two-year cruise. They kind of overdid it, staying out 11 years and supporting themselves by finding work along their way around the world.

⇓⇓THE WORLD OF MAKE BELIEVE

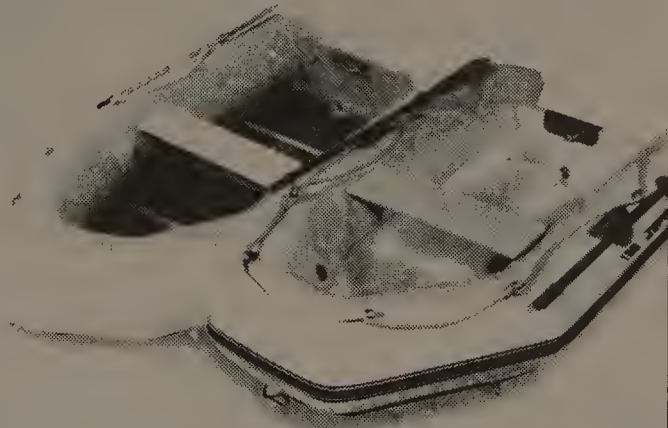
Every edition of your magazine encourages people to 'just do it!' — referring to sailing away to their dream destinations. Is this advice something akin to the 'Just Say No' of the disastrous 'war against drugs'?

Each month you have articles about those who are living their dreams, but with no explanation as to how they're financially able to accomplish such a feat. There is never a story about how someone went flat-ass broke trying to accomplish this same dream.

I'm married to a man who wants to just walk away from a long-established business (that is barely making ends meet), family, home and everyone we know to go off and sail the world. He plans to earn money here and there as we go along.

I'd love to believe in a world of make believe myself, but there is something called 'reality'. How about a little truthfulness to your articles, wherein it is told just how well off these people are? And for

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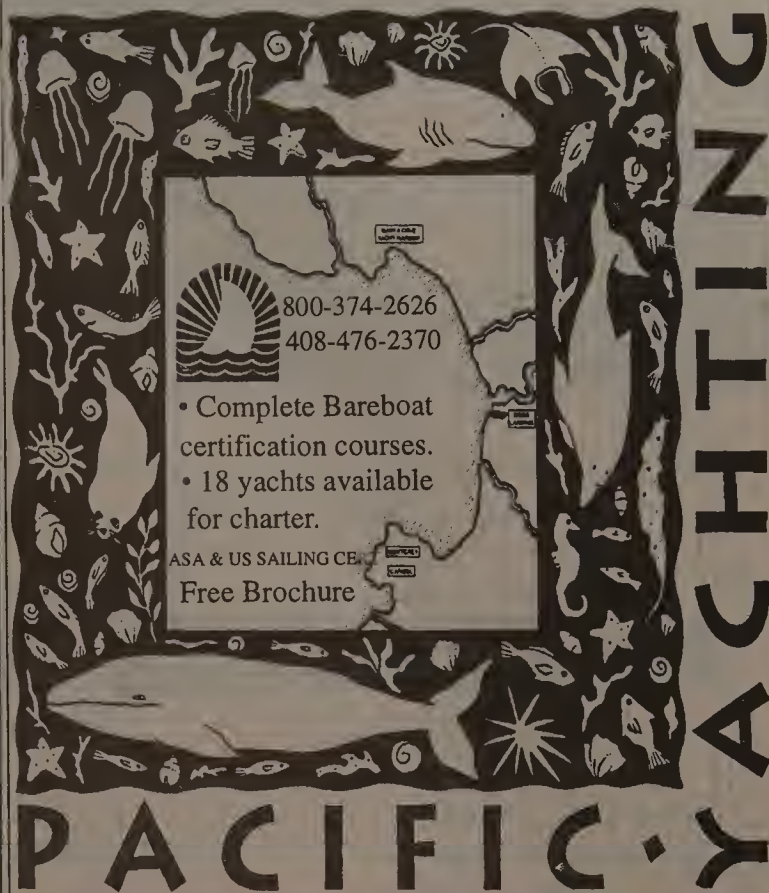
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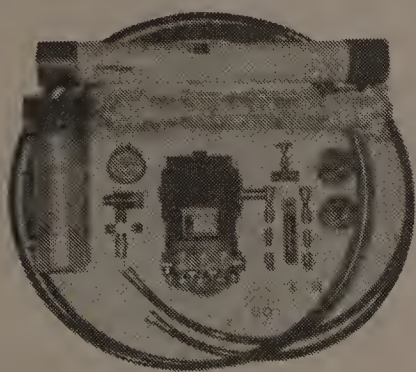
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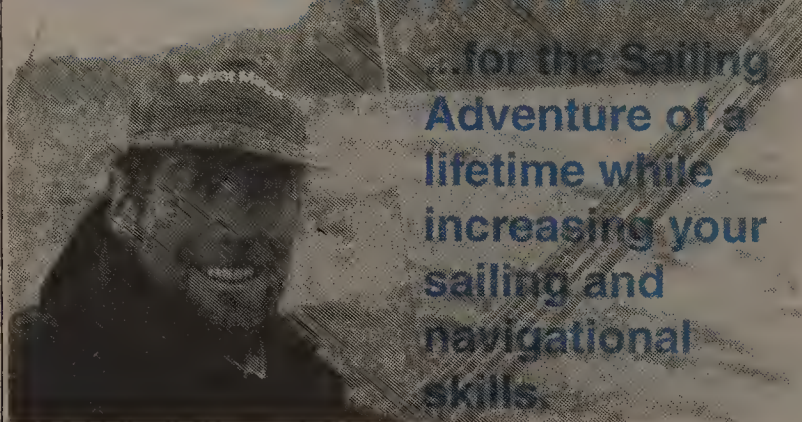
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LETTERS

those who aren't well off, just how difficult cruising would be?

You may not realize that your oh-so-positive articles are ruining some people's lives by encouraging them to try something that is out of reach for the average working class slob who is not looking at a big inheritance or about to win the lottery.

I can't sign my name because I'd be looking at a divorce action. So let's just say I'm . . .

Looking Poverty In The Face
Northern California

Looking At Poverty — There's not a sailing magazine around that offers a more realistic portrayal of cruising than *Latitude*. We're consistently — and often in great detail — chronicling the misfortunes and grief that befall adventurous people and their boats — including ours. We'll continue to publish these not-so-positive stories because our readers would rather have the truth than four-color glazing over of misfortune.

Further, we've relentlessly maintained that cruising isn't for everyone, but rather for those who are independent, self-sufficient, free-spirited — and who can handle a little misery and frustration.

As for the 'just do it' business, that comes from people who've gone cruising, liked it, and wrote in. If somebody doesn't want to go cruising — such as our first wife — that's fine with us. If somebody goes cruising and discovers they don't like it, they should stop. After all, there's much more to life than sailing. There's surfing, for example.

It's incorrect to say that most cruisers are wealthy or killing time waiting for an inheritance — although there is certainly some of that. Most cruisers worked for a living, and some continue to do so. But the real thing that separates those who cruise from those who don't cruise isn't money, but desire. Those who don't have a fire in the belly for cruising aren't ever going to shove off.

We have absolutely no idea what your situation is with regard to significant factors such as children, age, skills, the nature of your relationship with your spouse, money, and all that other stuff. And we don't particularly want to know. But apparently your husband is restless. Who knows, maybe he'd like to think there's more to life than "just making ends meet". But whether he's restless and irresponsible or restless and resourceful is the question. You married him, so you ought to know. Our only hope is that both of you be drenched with all the happiness the world has to offer.

↑↓ KEPT HER HEAD ABOVE WATER

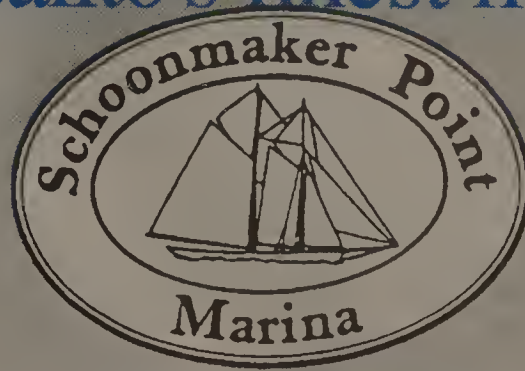
In late 1990 we started to wear the inflatable harnesses called Crewsavers which are made by Crewfit, Ltd, a British firm. This product really works.

Because the harnesses are inflatable, they are comfortable to wear — even more comfortable than my old harnesses that had no flotation ability. We put them on when we reach open water or lonely canal reaches in Chile. We don't take them off except to visit the head, sleep or change clothes. The only problem with them is the price — at least in 1990 when we bought them. I have no idea what they — or competitive products — cost now.

It was while we were cruising the canals of Patagonia that our daughter, wearing a Crewsaver harness, slipped and fell into an icy pool underneath a waterfall. The harness inflated immediately, and not only helped keep her head above water, but kept her head and body from being banged on the sharp rocks lining the pool.

Sailors have told me they don't wear harnesses or tethers because they don't want to be dragged alongside the hull and drowned if they fall overboard. It seems to me that the inflatable harness answers, at least in part, that concern. The inflated tube will keep a person's head above water and the body and head cushioned from banging too hard against the hull. It will at least give the person who went overboard a chance to reach up and grab the sheer rail or lifeline and hoist himself back aboard. If the tether or jackstay was to fail —

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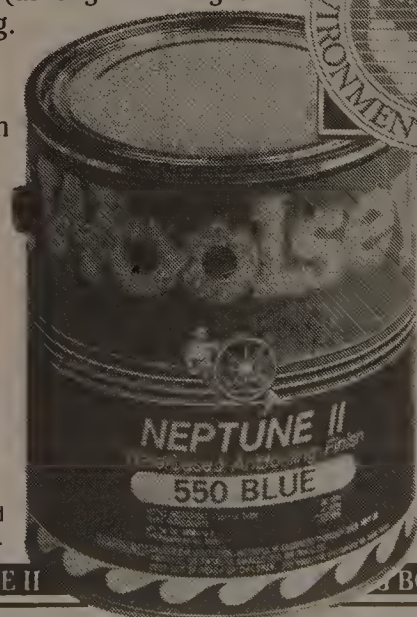
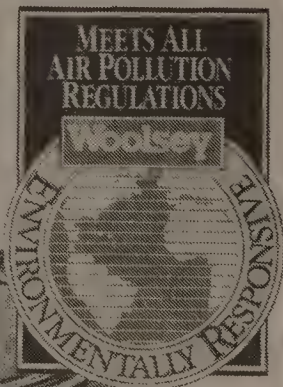
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NEPTUNE II

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

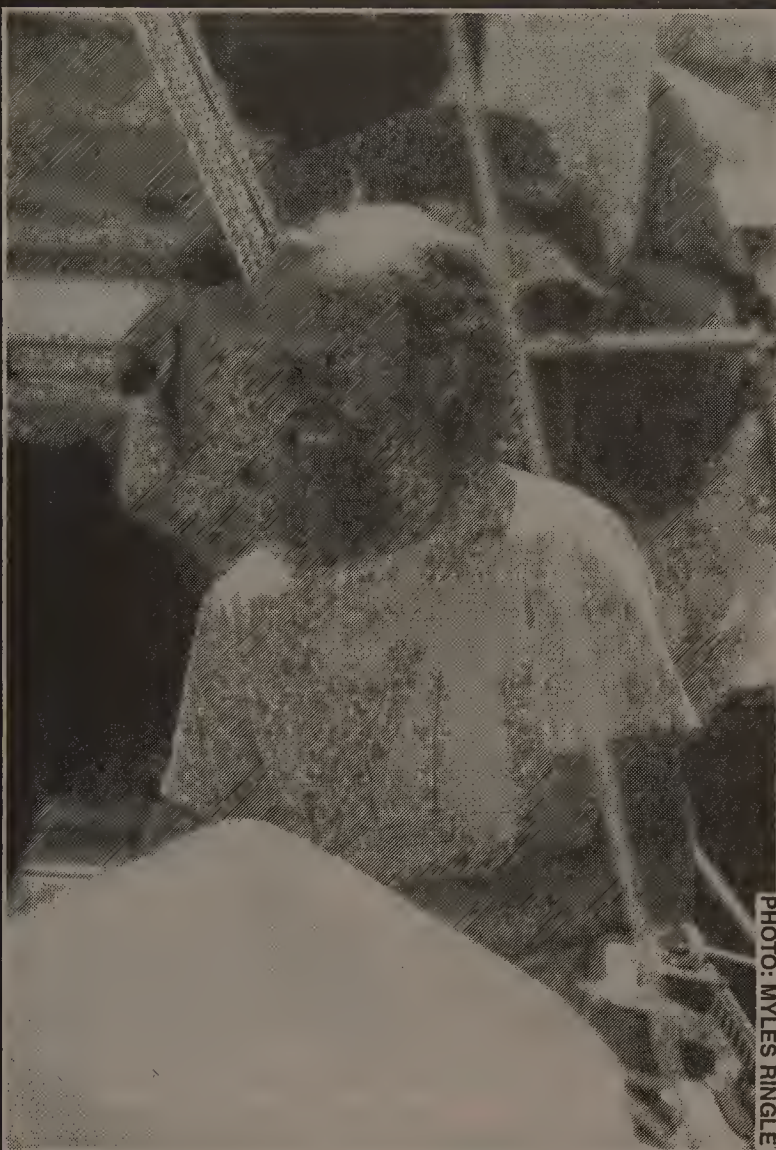


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LETTERS

horrors! — the inflated harness would at least still keep the victim afloat.

By the way, as I recall from our visit aboard the *Cutty Sark* in June of 1986, the name means 'shift' or 'petticoat' in Scottish Gaelic. Thus, her figurehead is a girl so befrocked.

Knick Pyles
San Diego

⇅TWO WONDERFUL HOLIDAYS

I read Maryellen Giraudo's fond memories of two charters aboard the *Ocean 71 Whistler* — and regretting the fact the boat had burned.

I believe she's been rebuilt and had chartered in the Queen Charlottes for the last 10 years. We had two wonderful holidays aboard her. If you're interested, you can contact her delightful and very capable owners, Al and Irene Whitney through their charter company: Pacific Synergies, Ltd. Box 598, Whistler, British Columbia V0N 1B0. Then can also be reached by phone or fax at (604) 932-3107.

The boat has been renamed *Darwin Sound* and is wonderful.

Mrs. Sonny Johnson
West Vancouver, British Columbia

Mrs. Johnson — Although we may be mistaken, we think *Darwin Sound* originally belonged to Graham Kerr and was a different boat entirely from *Whistler*. But as they built about 24 *Ocean 71s*, we get confused on the lineage from time to time.

As for the *Whitneys* and *Darwin Sound*, they've been one of the most successful owner/operator charter operations ever. They've been going at it six or more months a year for 15 years — most of the time in the *Queen Charlottes*. In the last four years, however, they've been sailing in the *Med* — particularly *Turkey* — and *Northern Europe*. Last summer they got as far north as 79°N!

"We had a wonderful season exploring spots most wouldn't consider as charter destinations last year," they write, "and our guests were as enthralled as we. The polar ice pack is great — I'd recommend it to any cruising sailor looking for very special places. *Spitzbergen* and *Norway* were also terrific, and we'd go back anytime."

The *Whitneys* will be chartering most of this season in *Scotland* and *Ireland*, although by *September* they plan to be back in *Turkey*.

⇅SHIP A BOAT

In the April issue you mentioned that Robert Dietrich's S&S 65 *Cascade* was shipped to St. Thomas in the U.S. Virgins from Mexico aboard a *United Yacht Transport* ship.

I'm trying to ship a 35-footer from St. Thomas to the West Coast, but couldn't find anyone to do it. Could you put me in touch with *United Yacht Transport*?

Richard Zoraster
Laguna Beach

Richard — *United Yacht Transport* is based in *Fort Liquordale, Florida* — but that might not help you out. The vessels they ship from the *West Coast* to the *Caribbean* and *East Coast*, and from the *Caribbean* and *East Coast* to the *Med*, tend to be of the multimillion dollar variety. So it's not cheap.

The most cost effective way for you to get a boat from St. Thomas to the West Coast would be to either sail it to *Florida* — 1,500 miles downwind in tropical conditions ain't bad — and then have it trucked out from *Florida*. Or, you could sail it to *Houston*, and have it trucked to the *West Coast*. Trucking prices can vary tremendously, so do some shopping.

⇅HIS NEXT BOAT SHOULD BE HEWN FROM GRANITE

We must agree with *Latitude* again. Talk about barnacles for brains — based on his March letter, *Gardener H. Strong* has it coming

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Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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LETTERS

out of his ears. Product liability after 18 years? His next boat should be hewn from solid granite.

Hey pal, only God-made or Big-Bang stuff lasts forever, so to entertain a notion about getting a group of well-meaning legal-beagles — 'aka bottom-feeding slime suckers' — to help with a class(less) action suit is one of the stupidest, most thoughtless ideas spewed on these pages in years.

(Yes, some of our closest friends are lawyers and they do know how we feel about this issue. Yata-yata-yata!)

Based on our experience, the boating industry has been overwhelmingly generous with warranties, replacement service and the like. There are some jerks of the 10th degree, but that's true in any industry. Funny, though, they seem to go out of business relatively quickly and are forgotten. In contrast, those folks who give good service and build quality products are continually sought out to fulfill our needs. Class action suits just aren't the route.

As for blisters — come on, get real — they are an integral part of our plastic boats. They are akin to the rot and termites that plague our mates with wood boats.

Seriously, if you've never been involved in a class action suit, consider yourself very lucky. No matter if you're a plaintiff or defendant, the only winners are the lawyers.

The Robertsons
O'Day 240, *Mystic Impulse*
Rio Vista

NO ONE MAKES MONEY

I've read about bareboat charters, skippered charters, group charters, and so forth in *Latitude*, but I have never seen a mention of 'maintenance charters' as a way to get people out sailing and to get some seldom-used — and often neglected — boats into better condition and out onto the Bay. Although no one makes money from these arrangements, both the boat owners and the charterers — or 'workers' — can get a lot of what each wants. And the boat almost always comes out the winner.

A maintenance charter, for those unfamiliar with the term, is an agreement — generally and ideally an informal one — between a boatowner who doesn't have time to properly maintain his boat and a worker willing to take full responsibility for a 'things to do' list which will gradually improve the vessel's condition. In exchange for the worker's labors, he gets frequent use of the boat.

The worker must, of course, be a capable skipper with some boatkeeping experience. And the owner must have a boat which is already in good enough condition to be sailed safely on the Bay. Otherwise neither can offer what is necessary to make the agreement fair and equitable.

One or two times out sailing together should show the owner whether or not he should entrust his boat to the worker, and should show the worker whether the boat is worth his energy. After the first few jobs have been done, the owner should be able to judge the quality of the worker's work. After that, the details can be worked out and the situation is on its way.

A maintenance charter is not, however, a chance to get a boatowner's neglected hulk transformed into a saleable yacht. Nor is it a chance for the worker to sail every weekend in exchange for an occasional rub with some sandpaper and a lick with a varnish brush.

The best way for the agreement to function properly is for the worker to become intimately familiar with every aspect of the boat's condition: integrity of the rig, oil-change scheduling, condition of safety equipment, state of the zincs, when she was last hauled, and so forth. In other words, full-charge maintenance. Other agreements can exclude certain agreed-upon systems outside of the worker's area of competence, such as electrical, sail repair and so forth. Or, the worker can even call in professional help for varnishing and other jobs — as long as he is willing to pay for it.

The owner's responsibility lies in paying for dockage, insurance,

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LETTERS

maintenance supplies, haulouts, capital improvements, and — in going over the 'to do' list with the worker — helping assign priorities to the projects. In general, making sure that everyone is getting what they want out of the arrangement — and constantly working out those changes in the agreement which will be necessary to keep the whole thing functioning.

Owners must understand that there will be some amount of wear and tear on the boat every time she goes out, no matter who is sailing her. Workers must realize that the condition of this valuable piece of equipment must be improving under their care, and that the owner is still the owner and has the final say in everything pertaining to what happens to the boat.

If conscientiously entered into in good faith, these agreements can provide valuable services and much enjoyment for all involved.

The work/sailing ratio should be kept in balance at all times so that either party can terminate the agreement at any time with no one feeling wronged. If kept informal, the insurance should cover the situation the same as when you let any other friend sail your boat.

I know the system can work, because I have sailed other people's boats on both coasts for over 40 years — and have parted friends with every owner whose boat I sailed. I know owners who are looking for some help, and I can imagine there are plenty of experienced sailors who have or can gain maintenance skills and would like to sail.

Gary Carter
Northern California

Gary — We know countless situations where boatowners not only let — but encourage — long time crew to use their boats. Having been through thick and thin together, a genuine trust has been established. As for similar situations between relative strangers — such as a 'maintenance charter' — our inclination is to give it about as much chance of success as the sudden marriage between Heather Locklear's tattooed ex-husband and the ultra bimbo from Baywatch. That's not to say such relationships are necessarily doomed, only that they have a lot going against them.

The biggest deal-killer in a maintenance charter is likely to be inequitable downside risks. The boatowner has a substantial financial investment in his boat, and thus has a great deal to lose if something goes wrong. The worker, however, puts in nothing but his time — for which he is compensated on an ongoing basis with boat use.

So what happens when the worker inadvertently trashes the engine or is the cause of some other expensive damage? In the cases we're familiar with, the worker usually drops out of sight and moves on to a new, less clouded situation, leaving the owner holding the bag.

We don't doubt that such arrangements have worked for you and various boatowners in the past, Gary, but we couldn't in good conscience recommend such an arrangement to our boatowning readers.

⇓ HERE AND THERE

We haven't been able to leave on our second long cruise according to our original schedule — and are we sorry! We had to fire our property manager, get rid of non-paying tenants, board up and repair our storage after a very expensive burglary — and on and on. So we're stuck here until who knows when. Damn land anchors!

A couple of quick notes on other matters.

In March you said that "no one will lay to it and no one will enforce it" — 'it' being stupid legislation such as Zero Tolerance. Well, I called the Coast Guard office in San Diego, and they say that until Zero Tolerance is removed from the books, it's most assuredly being enforced. If a friend comes aboard your boat with a single marijuana seed in his pocket and the Coasties find it, they will take your boat away from you. Count on it. Stupid legislation does not just go away.

In the same issue you wrote that the Harbor Police's breaking into and entering *Eagle's Nest* and their subsequent search "might very well have been in violation of the Fourth Amendment". There is no

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LETTERS

"might" about it. Read the Fourth Amendment — there is only one possible conclusion. Since there was no emergency or hazard to navigation, the search was most definitely a direct violation of the Constitution of the United States. Call a spade a spade.

Attention cruisers: Regardless of your method of transportation — car, boat or plane — if you carry an attitude when you travel, you may very well have problems with someone in a uniform. Most boaters follow the Rules of the Road without complaint, and when the Police enforce rules of common sense — like having adequate life-jackets, lights in the dinghy, current registration — some boaters get pissed off. Come to San Diego with no pre-judgments and enjoy this beautiful city and the great people who live and work along the waterfront, especially at places like Downwind Marine where the hospitality is boundless.

San Diegans have been working to set up a 'cruisers' anchorage' in the bay, and nobody has worked harder at it than Chris Frost, owner of Downwind, and Chief Marty Hight of the Harbor Police. Before next fall we hope to have an anchorage just for cruisers, which I believe will be the first of its kind along the coast.

Change is always slow, but Chief Hight is working with Frost to correct the problems in his department. Believe this — visiting boats, especially cruisers, are most certainly welcome in San Diego.

Robert J. Coleman
San Diego

Robert — We're sorry to hear that you folks couldn't get off on schedule; we hope it happens soon. We know how much you enjoyed Mexico aboard Samba Pa Ti.

Just because a law is on the books doesn't mean it's actively being enforced. When is the last time you've heard a boat being confiscated under 'Zero Tolerance' for an insignificant amount of pot? In fact, when's the last time you heard anyone even use that term?

As for the Fourth Amendment — as well as the rest of the Constitution — there are all kinds of ways to 'read' it. Scores of lawyers make gazillions of dollars arguing about what it's supposed to mean. As of this moment, unfortunately, the members of the Supreme Court have interpreted the Fourth differently than you have — and they've got the power.

We've written about the proposed 'cruisers' anchorage' and how Chris Frost and others have worked very hard to bring it to pass. Like you, we hope it comes to fruition by this fall. As for Chief Hight 'correcting the problems' within the San Diego Harbor Police, we're not holding our breath. We've been getting the same line from the Harbor Police for ages — and we'd gotten it again just before Eagle's Quest was seized in a ridiculous overreaction.

To prove that nothing changes at the San Diego Harbor Police, you should read the San Diego Harbor Police: Friend or Foe article that appeared in the April 1995 Waterfront News SoCal. On page five, author Erin McNiff writes: "On the other hand, Chief Hight says he thinks Harbor Police officers conduct themselves exactly as people expect police officers to act. He said if boaters lost fellow colleagues to criminals and gunfire more often, they would understand why officers are so standoffish. They are simply doing what they feel is necessary to do their job and stay alive."

Good grief, when was the last time there was a 'sail by' shooting of the San Diego Harbor Police by a cruiser? That the San Diego Harbor Police is operating under a groundless siege mentality explains a whole lot of their anti-social behavior. Further, has Chief Hight not read any of the many letters from people who've written to almost universally say, 'No, Chief Hight, the way the San Diego Harbor Police acts is **not** the way people expect police officers to act!' For god's sake, Chief, we cruisers want to like and respect you — not kill you!

THE WRONG SIDE OF THE SIGN — AND THE LAW

I had an unpleasant experience with the San Diego Harbor Police

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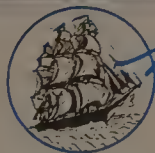
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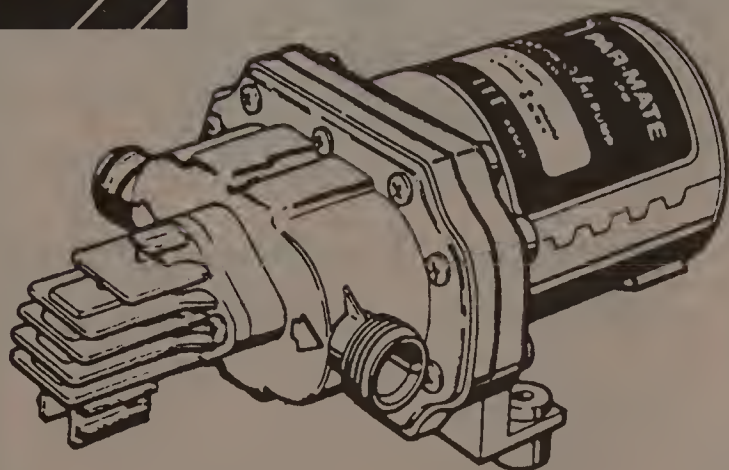
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LETTERS

last year that's similar to others mentioned in *Latitude*. I'd brought my catamaran down to San Diego from Santa Cruz on her trailer, and rigged her in the parking lot near the launch ramp. Set up for sailing, my cat is 22 feet long and 13 feet wide. Every day or so I would launch the boat and sail her for a few hours. Then I'd haul her out and park her in a lot big enough to land a 747. This was no problem since the lot was mostly empty! I did this for a couple of weeks — until one morning I discovered my boat was missing!

I contacted the Harbor Police, who informed me that they had impounded my boat and had her towed to a yard in east San Diego. When I recovered the boat, the tow operator told me they were the second outfit that had been called. The first had refused the job because of the boat's beam and the standing rig. That didn't stop the second crew, though. They just pulled the headstay pin, let the mast freetail onto the trampoline, and followed the whole mess all the way through San Diego with a second tow truck.

When I called the Harbor Police to protest the overkill treatment, I got the same drill you guys did — except they actually hung up on me. I did find out, however, that my crime had been that I was parked on the wrong side of a sign saying 'Vehicles With Trailers Only'. Had I been on the other side of the sign, I would have been safe.

Of course, had I been home in Santa Cruz, the Harbor Patrol would probably have pushed my boat around to the other side of the sign and told me about it later.

The next time I get the opportunity to trail my boat somewhere, I'll pass on San Diego. And it's too bad, because I really like it. The San Diego Harbor Police has had a terrible reputation for so many years, you'd think they'd have figured it out by now.

Dan Cassina
The Rigging Shop
Santa Cruz

SHOULD WE HAVE TO PUT UP WITH THEIR ANTICS?

We're writing this letter to register our strong protest about the San Diego Harbor Police — and to encourage the city of San Diego to remedy the intolerable situation.

We — captain and crew on the 72-ft Hamburg, Germany-based ketch *Pepina* — first heard San Diego Harbor Police horror stories while cruising in Canada in 1993 from folks like Franza and Penny of *Exit One*, who were just completing a circumnavigation. In condensed form, their advice was to avoid San Diego altogether, but if we had to stop there, to watch out for the Harbor Police. Other cruisers who warned us about San Diego were Elke and Werner of the German vessel *Antaia*, Francois and Dirk of *Fradilira*, and the crew of the Swiss vessel *Mare*.

If anyone in San Diego wonders if such a lousy reputation has economic consequences, the answer is 'yes'. While cruising in Alaska in 1994, we and *Pepina*'s owner planned a major refit to be carried out in 1994 and 1995. We budgeted \$75,000 for parts and labor, and \$28,000 for living expenses for the captain and crew. God knows what the owner, his family and guests would spend in the port the boat was taken to.

The owner wanted us to take the boat to San Diego to have the work done, as he thought it would be nice to bring friends to San Diego to watch the America's Cup. But while everyone has high praise for the people, businesses and city of San Diego, I argued vehemently against the idea of taking the boat down there. As captain, I certainly didn't like the idea of having to deal with the well-known antics of the San Diego Harbor Police. I may not have much power when it comes to how much is spent on a refit, but I do have some influence on where the refit is to be carried out. As a result, San Diego's loss has been Alameda's gain.

As in '93, we'll be hauling at Svendsen's for some repairs to the hull and a new bottom job. The AC refrigeration is being replaced with a 24-volt unit by Sailworks. Hogin Sails is making a new yankee, and a new main is in the budget. Edinger Marine overhauled the old

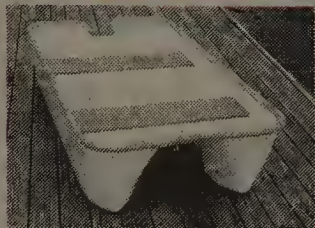
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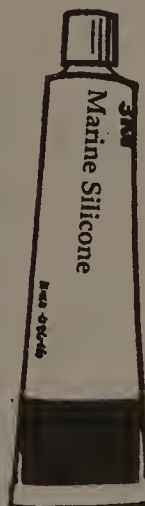
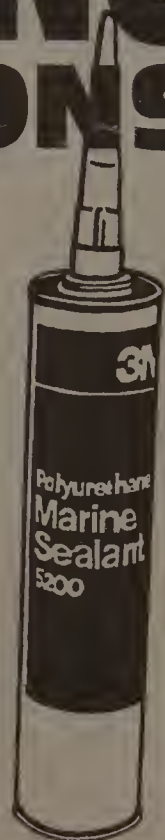
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* *Practical Sailor* Special report on foul weather gear 1st Feb 1995.

LETTERS

diesel heater, while Alameda Prop pulled, cleaned and buffed the prop. We may soon be in line for a new folding prop. The Onan generator was overhauled, and we got a new 11-ft dinghy as well as a 15 hp. outboard. In addition, we have a list as long as my arm of smaller jobs that have been done or will be done soon.

The loss of our business may not seem like much to the merchants of San Diego, but if you multiply it times the 300 or so boats that head south each year, it can add up.

We can't count the number of times we've left *Pepina* behind at anchor — and we've always breathed a big sigh of relief when we came around a bend to see her still there, safely bobbing at anchor where we left her. As such, we can empathize with Mark and Deborah Menagh, who were shocked when they returned to La Playa Cove to find *Eagle's Quest* had been taken by the Harbor Police. The inexcusable behavior — as well as the lame and irrational excuses since made by the Harbor Police — are the stuff nightmares and heart attacks are made of.

We sincerely hope that the situation in San Diego can be turned around to everyone's satisfaction and benefit. If not, we can guarantee that *Pepina* will never see San Diego Harbor — and what a shame that would be.

Ted and Jeannie Conway
Pepina

Fortman Marina / Hamburg, Germany

⇓ EVEN IN THE MIDDLE OF THE INDIAN OCEAN

Chief Hight of the San Diego Harbor Police is missing the point. The important fact is that the San Diego Harbor Police has a reputation for brutality — deserved or not — that extends as far as the Indian Ocean. It's hard to believe that so many people can be wrong about one department.

The Harbor Police are public servants who are paid — and presumably trained — to use good judgement. A good department — and a good chief — would be able to maintain order without creating such awful public relations.

As for the editor of *Latitude*, the word is out. Some letters about the matter are becoming polemic, which will only stir hatred. Please let mine, or the letter before mine, be the last on the subject for a while. If nothing else, it will allow for more fun letters during the summer.

Steve Brocato
Mauritius, Indian Ocean

Steve — Although we've gotten many more letters on the subject, yours will be the last. We realize that the subject has bored some readers out of their minds, but we felt we had to run as many as we did because after the *Eagle's Quest* incident, Chief Hight was — and might still be — under the impression that everybody supported his department's behavior. If the complaints haven't gotten through by now, they never will.

We think we and our readers have gotten our point across, and now it's time to shut up and see if things change. Indeed, if you read this month's article in *Sightings* about recent doings in San Diego, there's room for cautious optimism.

⇓ LOOKING FOR A MARINA

I'm looking for a marina in which to berth my Catalina 30. The boat is currently in the Brisbane Marina, but I want to be closer to the Central Bay. Do you have a listing of marinas from, let's say, South Beach to the Golden Gate?

Chatzigianis
South Bay.

C. — Let's see, there's South Beach, Pier 39 and the San Francisco Marina. We can't think of any others.



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LOOSE LIPS

We should all have such problems.

When he was 22, Allen Hancock inherited \$400,000. And, well, he had problems coping with suddenly being wealthy. So a few years ago, he started a publication called *More Than Money*. The quarterly newsletter is aimed at helping the similarly afflicted — how those with newfound riches can cope with the "blessings and dilemmas of affluence."

Among Hancock's tips for handling too much money are: Choose your toys carefully; Get tough with gold diggers; Take time off to decide how to spend your money (HA HA HA HA — sorry, we couldn't do that one with a straight face) and our favorite: Know your self worth. Under this heading, Hancock notes that "Wealthy people sometimes feel they don't deserve what they have, or feel guilty about that sizable stash of cash for their exclusive use. Do something good for yourself, like sailing around the world."

Interesting paint job.

Credit curiosity about an old painting with the recent publication of *The Voyages of the Ship Revere*, by Madeleine Rowse Gleason. At first, all the Osborn Howes family of Boston wanted to know was the artist and the year for the old oil painting that had hung on family walls for seven generations. But the more researchers got into it, the more information about the ship and the men who sailed her came to light. The book, co-published by (and available at) the San Francisco National Maritime Museum Library, is the result.

From her Medford, Massachusetts, cradle in 1849 to her grave in the Strait of Juan de Fuca in 1883, the *Revere* had a largely unremarkable life — albeit a well-documented one. As such, it offers a fascinating glimpse into the not-so-romantic lives of the 'iron men' who sailed for a living. At the height of her career in the 1860s, the captain made \$100 a month, the mate \$55 and seaman, \$35 to \$50. Small wonder many of them continued to disappear into the gold fields (with the prospect of \$10 a day) whenever the ship visited San Francisco.

Perhaps her closest call with notoreity came on Friday the 13th, 60 days out of Charleston on a cold January in 1854 when she slammed into a reef off the southernmost tip of Tierra del Fuego — Cape Horn.

"I was suddenly awakened, hearing four bells strike," wrote second mate John Whidden. "The ship struck with such a shock that it brought my head in contact with a beam, causing me to see more stars than I ever imagined were made. The ship was lying heeled well over on her port side, and with her yards thrown aback, worked and pounded with such force that we expected every moment the spars would come about our ears. . . .

"Fortunately, as the strong gusts of wind swept down from the high land, the ship began to careen and work, jumping until we trembled for the spars. . . . In the course of from twenty minutes to half an hour, she gave one final jump and slid stern first into deep water..."

With her steering disabled and more water coming in than the crew could bail out, they decided to turn around and make a run for it back to Port Stanley in the Falklands. Three days later, they cleared Cape Pembroke with the sounding rod showing 9 feet of water in the main hold. On haulout, it was found that the keel was cut nearly through, half the rudder was gone, all the copper sheathing was completely torn off the port side and in places, the "pieces gouged out of her bilge a fathom or more in length" left scarcely an eighth-inch of hull between the *Revere's* salvation and doom.

The book makes a quick, interesting read, if you're into the genre. And oh yes, they finally did figure out that a chap named Duncan McFarlane painted the portrait of *Revere* leaving Liverpool, sometime between May, 1850, and November, 1851.

Tending the Gardens.

Ray Thackeray was on the phone to Bill Garden the other day and

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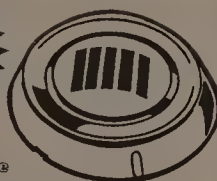
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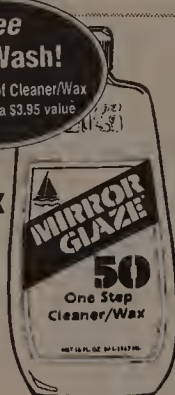
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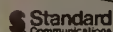
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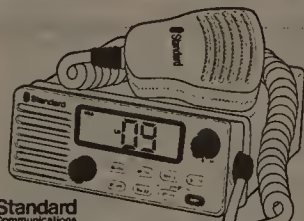
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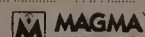
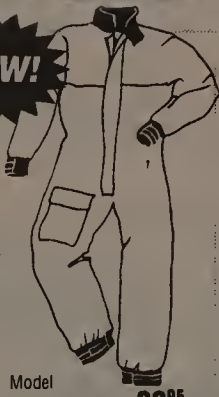
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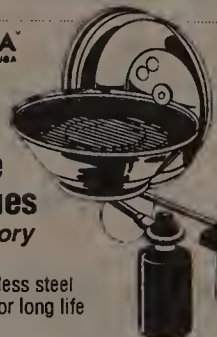
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LOOSE LIPS

asked if there was such thing as an association of Garden boat owners. Bill said that to his knowledge, no, but he wouldn't be adverse to anybody starting one. So here's the deal: There will be an anchor-out meeting off Sausalito on May 20-21, starting about noon, for owners of any boats designed by William Garden. The topic under discussion will be the formation of a society whose objectives have yet to be defined — but will probably consist of the exchanging of information, technical manuals and a chance to steal good ideas from each other's boats. Even if you can't make the anchor-out meeting, if you are interested in any way in being involved in this proposed association, call Ray Thackeray at (510) 814-0471.

A little behind the times, or what?

With the America's Cup finals beginning this month, *Motorland* magazine decided to publish a feature on San Diego. That makes sense. What doesn't make sense is that their May/June cover features a photos of *New Zealand*, the behemoth superboat which competed two Cups ago in 1987, and has for the last two years been part of a marine museum in Auckland!

It's not as though there aren't any photographs of the current contenders. Even IACCs from the '92 bout would work.

We suggest *Motorland* changes its motto from *Travel and News Magazine of the West* to *Travel and History Magazine of the West*.

Happy new owner.

That's what Dee Braig of the Encinal YC is. He just purchased a 44-ft Nautique-Saintonge from MacDonald Yachts of San Diego. *Real Love* is now part of EYC's active racing fleet. Congratulations, Dee.

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Superior Graphics A backlit 100 x 64 pixel display shows you Garmin's user-friendly screens with contrast, sharpness and overall legibility that rivals many non-portable units. Five different screens provide precisely the information you're looking for, and each is so intuitive to use that the extensive and well-written manual is almost unnecessary.

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this condor is a phoenix

Among both sailors and nonsailors, there has always been a fascination about ships found abandoned at sea. Even people who have never set foot aboard a boat know the story of the *Mary Celeste*. Of how, in 1872, 34 days out of New York, she was found sailing along off the Azores — with not a soul aboard. An extensive inquiry never solved what happened to the 10 people aboard, including the Captain, his wife and their two-year-old daughter.

What not a lot of people know is that there have been many 'Mary Celestes'. Most of them in modern times are pleasure boats found abandoned at sea or on far-flung beaches. Remember the story of the Boston Whaler lost off Hawaii in the early '80s that turned up on an uninhabited atoll in the Marshall Islands nine years later? Or the story about 10 years ago of the sailboat towed into Hawaii with the skeletal remains of its owner still aboard? Most recently, we ran a story in 1993 about *DX*, an O'Day 37 discovered

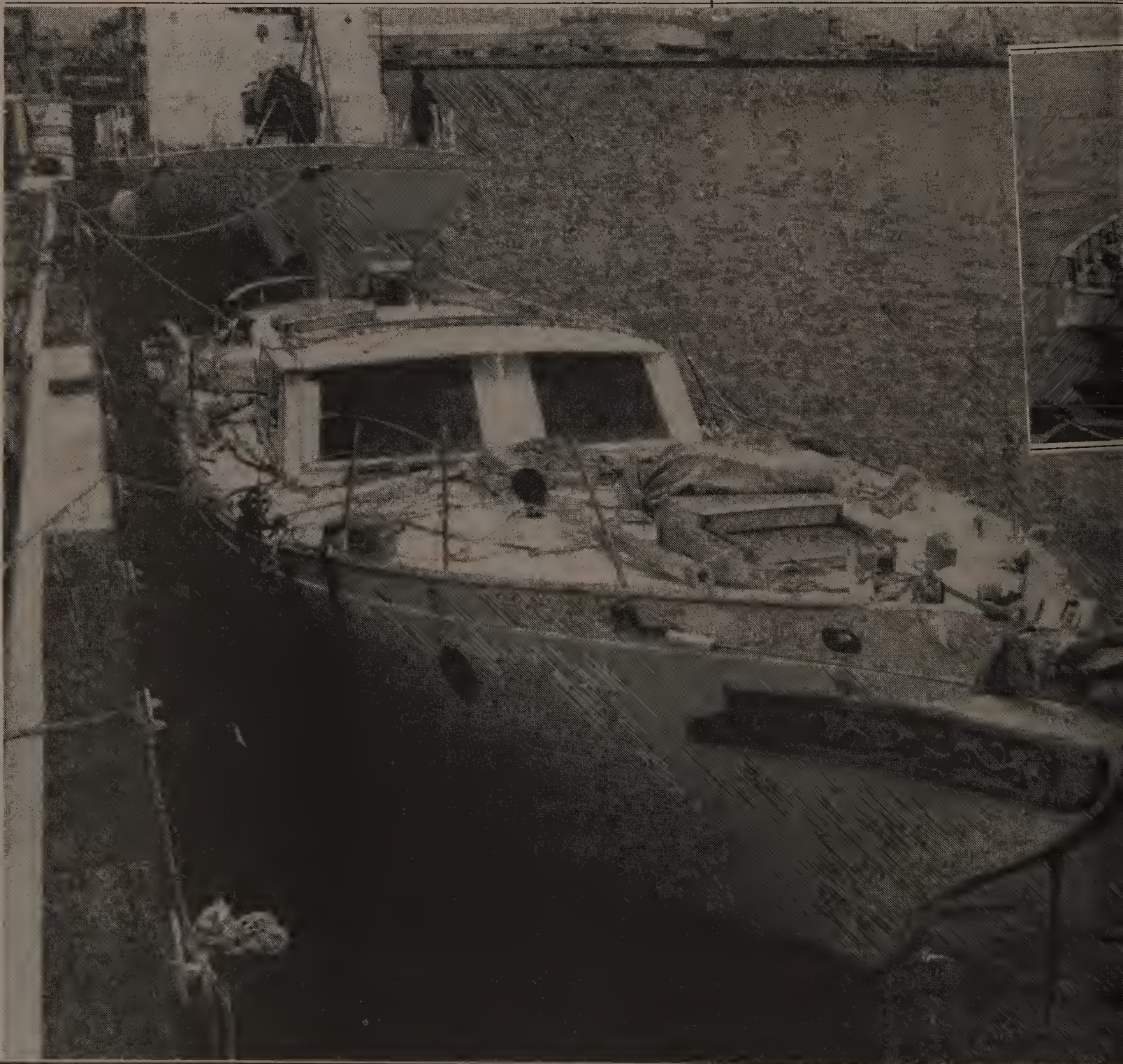
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april fool!

People, people, people. It was a joke. No, we are not — repeat, *not* — going to start charging a cover price for *Latitude 38*. If you read the snippet in last month's *Calendar*, which many of you apparently did, it made a very convincing case for the supposed cover price. It then asked that you read the

good news,

The good news is that a small publication, *The Virgin Islands Daily News* of St. Thomas — with a staff of just eight — just won the



— no, really!

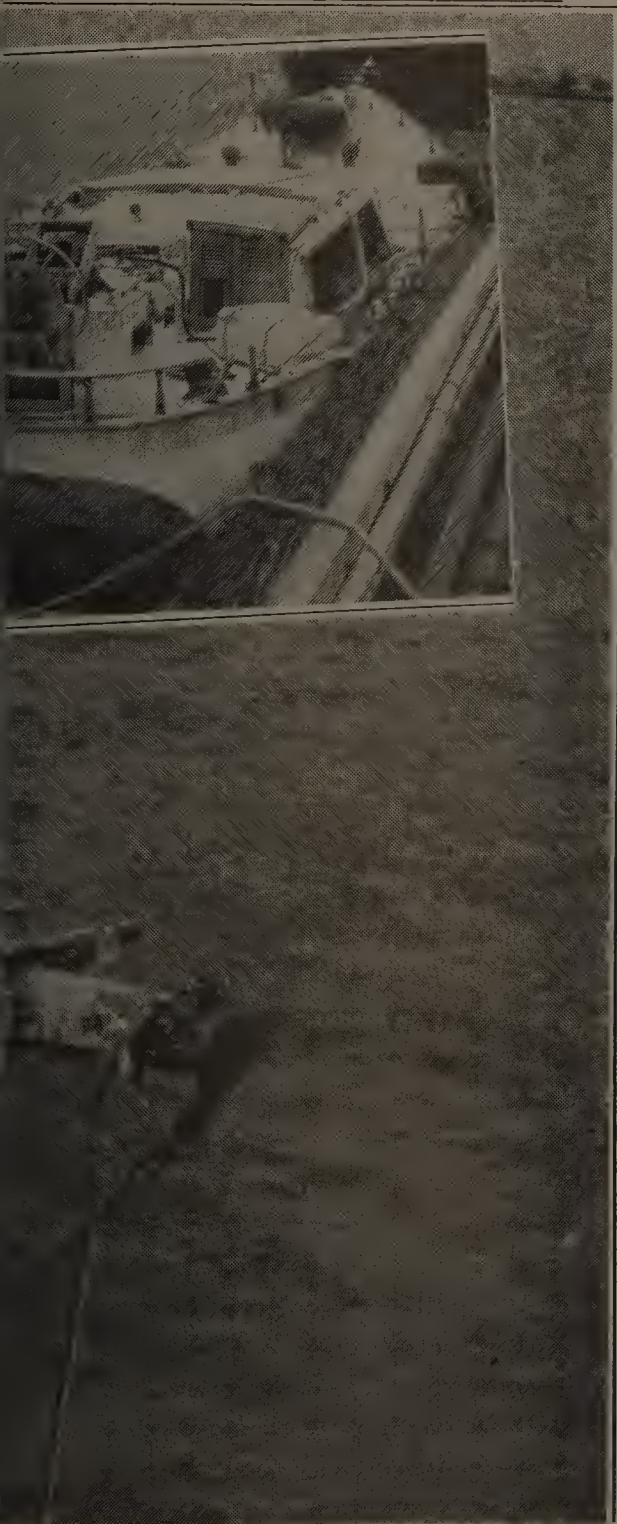
'editorial at the end of *Sightings*,' which many of you apparently didn't. There we admitted the ruse. So just relax. *Latitude* will remain free at all Northern California outlets.

Sometimes you guys are sooooo gullible. Hey, look, your zipper's down!

See — got you again.

bad news

main Pulitzer Prize for excellence in journalism.



condor — cont'd

abandoned in the Indian Ocean three months after its owner had died of food poisoning.

The latest entry into this strange fraternity is *Condor*, a Garden 51 ketch that was abandoned on Valentine's Day, 1994, about 360 miles southwest of San Francisco. At the time, *Condor* had been extensively refurbished for a long cruise, and owner Guy Kort and a friend were in the midst of a shakedown cruise from San Francisco to Long Beach when things started going sour.

First it was steering problems. Then engine problems. By the time Kort radioed a *mayday*, the boat was wallowing helplessly in 35-knot winds and 15-ft seas. The *mayday* call was picked up by a freighter which diverted to the scene. At Kort's request, they tried to give *Condor* a lee so repairs could be made, but instead the yacht was sucked into the side of the ship, bringing down the mast and inflicting what Kort and his companion thought was mortal damage. They were hoisted aboard the freighter and rode with it to Hong Kong.

On March 24, some 13 months after it had been abandoned and presumed sunk, *Condor* was spotted drifting serenely about 40 miles north of Guam — more than 5,000 miles away! Kort flew down to reclaim the boat and found that, aside from the missing rig, the boat was in amazingly sound condition. According to newspaper accounts, the hull damage he had thought was so bad was in fact mostly cosmetic. A contact in Guam who had met Kort says Kort was unsure whether he was going to sell the boat as is, fix it there, or ship it home to the Bay Area and fix it.

We have no contact number for Kort, but hope he'll give us a call so we can follow up on this interesting tale.

boat show seminars and
latitude contest — there's still time!

The Northern California Spring Boat Show at Jack London Square still has one more weekend to go when this issue hits the streets. In fact, we busted our proverbial fannies to get it out a couple days early just for the show. So you better go if you know what's good for you.

Seriously, there's a lot of good-for-you stuff going on. In addition to sailboats from Beneteau, Island Packet, Catalina, Corsair, Hunter, Swan, Jeanneau, MacGregor, Caliber, Schock, Tartan, Hobie and Ultimate, the show has featured one of the most complete seminar series of the year. If you pick this issue up really early on **Friday, April 28**, you might still be able to make it to Jim Antrim's talk on *The Sinking of OneAustralia* at noon. At 1:30, you can learn more about *Soy Diesel — Today's Miracle Fuel*. Be there by 3:00 to hear Dr. Kent Benedict's much-in-demand presentation on *Medical Emergencies at Sea* and at 4:30, marine electronics expert Eric Steinberg will tell you *What's New In Electronic Instruments*.

If that just whets your appetite for more, we hope you got some unlimited access tickets, because **Saturday, April 29**, features another full docket of seminars, starting with Gordon Nash and Stan Honey teaming up at noon for *Autopilots and Steering Vanes*. At 1:30, Stan Honey returns with Sally Lindsay for *Ideas on Singlehanded Sailing*, and at 3:00, you can sit in with Nancy Wagner for a talk on *Vessel Traffic and You*. Barry Canevaro winds up the Saturday series at 4:30 with *Salmon, Shark and Halibut Fishing*.

Sailors get a breather on **Sunday, April 30**, but those of you interested in other things might want to check out *Summertime Fishing* at noon, *Kayaking on the Bay and Beyond* at 1:30 or *Fishing for Striped Bass* at 3:00.

If none of that rings your bell, we've saved the best for last: go by the *Latitude* booth and get a free tattoo! No kidding, we'll have a licensed tattoo technician available during show hours to apply the naked cutie tattoos. . . Just kidding! Actually, they are those removable tattoo things, but there is a certain undeniable coolness about them nevertheless. Which got us to thinking, how about a contest for the 'best placement' of the *Latitude* tattoo? T-

continued outside column of next sightings page

boat show — cont'd

shirts to the best three photos.

Show hours are 11 to 6 Friday, and 10 to 6 on the weekend. Admission is \$7.50 for big kids, \$3.50 for middle kids (6-12) and free for the little ones. Unlimited access tickets may be purchased for \$12.50, and you still may be able to find discount coupons at participating marine dealers. For more information about the boat show, call (510) 452-6262.

just doing it

Among classic boat enthusiasts, few designs attract more attention — and a more loyal following — than Lyle Hess's Falmouth Cutter. And among Falmouth Cutters themselves, few will attract more admiration than Chris and Helen Lowery's lovely *Minke*. But even this boat's interesting story takes a backseat to the almost mythical tale of her owner.

Chris Lowrey came by his early seagoing experience — how can we put

continued outside column of next sightings page

news

The bad news is they won it for a 10-part series that tried to explain why the U.S. Virgin Islands — St. Thomas, St. Croix and St. John — is a 'criminal's paradise'. One example: \$1 million worth of seized cocaine was stolen from police custody. The series

new deal for

One of the most historic yachts in the Bay Area made a special trip on April 12. The yacht *Potomac* motored out under the Golden Gate where a wreath was cast on the water to commemorate the 50th anniversary of the passing of one of her owners, Presi-



— cont'd

may not have eliminated the corruption in that territory's law enforcement, but it made a small dent. The Island's police commissioner and attorney general were dismissed, and 11 police officers were arrested. Ya mon.

old yacht

dent Franklin Roosevelt. The ceremony was attended by a number of dignitaries, including Oakland Mayor Elihu Harris.

Its star-studded life continued long after FDR — Elvis even owned the boat for awhile

continued middle of next sightings page



JOHN SKORIAK

doing it — cont'd

this? — less than honestly. He got a guardian to forge papers and at the tender age of 15, he shipped out of his native Wellington, New Zealand, aboard a freighter.

Lowrey spent the next eight years as an Able Bodied Seaman on steamers travelling throughout the South Pacific. He returned home long on resourcefulness, short on cash, and intent on building a sailboat and doing some cruising of his own. Never one to sit around for long, Chris spotted an old diesel storage tank in a scrapyard and struck a deal. In return for painting the scrapyard owner's classic Jaguar, Chris would be allowed more or less free access to the yard for materials for his, uh, boat. Three years later, the steel plating from the tank had been converted into a robust replica of Joshua Slocum's famous *Spray*, and Lowrey was off to new adventures in Tahiti, New Caledonia and many ports in between.

When the time came to move up, Chris again heard the beat of a different drum. He decided to move down — to a smaller, more manageable boat. By now a seasoned sailor and certified boatbuilder, he knew what worked and what didn't. He poured over many a design looking for just the right boat, finally finding it in an afternoon sail with Lynn and Larry Pardey aboard their traditional Lyle Hess cutter *Taliesin*. (The Pardeys were living in New Zealand at the time and Chris just called them up one day.) "It was love at first sail," says Chris. He contacted Lyle Hess in Los Angeles and purchased a copy of the plans for the 29' 9" version of Hess's 'Falmouth Cutter', which had been originally commissioned by the Pardeys.

Chris had barely started the boat project — shoehorned in between various moneymaking endeavors — when his life ran aground on the shores of love.

Her name was Helen Birmingham, a pretty blonde nurse originally from England but now living in the States. He'd hired her on as cook for the delivery of an 80-ft ketch from Hawaii to New Zealand. Although Helen admits she had taken the position as a lark — the delivery was her first time at sea — she (and Chris) soon realized that she was a 'natural' cruiser. They also realized there was more going on than just three squares a day for the captain and crew. When Helen invited the skipper to return to Hawaii and spend Christmas with her family, Chris gladly accepted. Soon after, the relationship blossomed. Chris got a job locally and the boat project was put a back burner.

After a year on Maui, Chris was itching to get going. So he and Helen moved back to New Zealand and started building the boat in typical Lowrey grassroots fashion. They camped out in a small trailer, took showers with buckets and worked from dawn 'til well past dusk — sometimes 20 hours a day. The return for their investment was not only a showpiece of exotic New Zealand hardwoods, it was a showpiece they completed in only seven months. They launched *Minke* in August of 1992 at their homeport of Tauranga, New Zealand.

If building the boat had been an adventure, sailing her was the reward. Soon after launching, they headed to Fiji, Wallis Island and back to Hawaii, where they spent six months in familiar waters. After hearing glowing reports about the Pacific Northwest from a fellow cruiser, they set sail for Vancouver.

Upon arrival, the couple were offered the job of restoring a 1913 classic. The project took a year and helped them save enough to cruise the Northwest the right way, part of which was to finally install an engine in *Minke*. With apologies to Lynn and Larry, Chris explains that an engine is a necessity for navigating the light winds and strong currents of the Northwest. Highlights of last summer's cruise included voyaging as far as Southern Alaska and back via the Inside Passage; "A cold but very, very beautiful trip," says Chris.

At that point, 'warm' sounded good and last fall, Chris and Helen decided to join the migration south. They arrived in the Bay Area in October and — surprise, surprise — did something unusual. Rather than haul and refit *Minke* at a yard, they had the boat put on a trailer and trucked her to 'the farm', a large piece of property near Marysville that Helen's family now calls home. There *Minke* got a leisurely, and largely cosmetic, overhaul in the lazy days of autumn.

They also decided to 'make it official'. After four years together, they were married last December. Soon after, Mr. and Mrs. Chris Lowrey trucked *Minke* to Sausalito to a waiting winter berth.

continued outside column of next sightings page

doing it — cont'd

Chris and Helen have kept busy with various projects over the past few months and plan to head off again in October. This time, Mexico and 'points south' are in the immediate plan, hopefully with a jog out to visit the Galapagos if they can get clearance. Then it's back to the South Pacific and who knows where else. Wherever they decide to go, Chris proudly notes his wife's affinity for the cruising life. "For her, the longer we're at sea, the better."

— john skoriak

boc — up the homestretch

On April Fool's Day, the scheduled start of the last leg of the BOC Challenge, the worst conditions local sailors had seen in years — 40 to 50-knot winds and big seas — pounded Punte del Este, Uruguay. After consulting

continued outside column of next sightings page

old yacht

— but in the last couple decades, *Potomac* fell on hard times. It seemed to have reached the bottom of the barrel when, in the early '80s, the boat was busted for entering the Bay with the then-largest haul of pot ever to enter the Golden Gate. The literal bottom of the barrel came later though, when it sank at its berth. It was later raised and sat rusting away for years in a yard along the Oakland Embarcadero.

The *Potomac* was rescued a few years

Mystery



— cont'd

ago by the Port of Oakland, and is today beautifully restored to the configuration it had when Roosevelt owned it, right down to the hand-operated elevator that the wheel-chair-bound President used to move between decks. Despite not having a single sail aboard, the *Potomac* is well worth a tour if you're over Jack London Square way. It will be open to the public for educational tours starting May 20.

Rectangle



Above, Harry Mitchell. Spread, 'Hunter's Child'.

LATITUDE/JR, INSET HANS BERNWALL

boc homestretch — cont'd

with the competitors, race director Mark Schrader wisely decided to delay the start. The 11 boats left out of 20 that started in Charleston, South Carolina, last September took off in a pleasant 15 to 18-knot southerly on April 2.

BOC Leg IV* and Overall Standings

CLASS I (50-60 feet)

boat	skipper	distance to finish	time through Leg III
1. <i>Sceta Calberson</i>	Christophe Auguin (FR)	1,215	96d/20h/54m/17s
2. <i>Coyote</i>	David Scully (USA)	1,621	104d/22h/46m/14s
3. <i>Hunter's Child</i>	Steve Pettengill (USA)	1,666	100d/08h/03m/29s
4. <i>Vendee Enterprises</i>	J. L. Van den Heede (FR)	1,669	101d/15h/05m/07s
5. <i>Novelle South Africa</i>	J.J. Provoyeur (SA)	2,028	103d/13h/25m/46s
6. <i>Thursday's Child</i>	Arnet Taylor, Jr. (USA)	3,167	160d/08h/58m/02s

CLASS II (40-50 feet)

1. <i>True Blue</i>	David Adams (AUS)	1,815	102d/04h/11m/09s
2. <i>Kodak</i>	Giovanni Soldini (IT)	2,275	103d/01h/13m/43s
3. <i>Newcastle Australia</i>	Alan Nebauer (AUS)	3,020	N/A
4. <i>Jimroda II</i>	Chaniah Vaughan (UK)	3,020	126d/13h/46m/35s
5. <i>Cornwall</i>	Robin Davie (UK)	3,205	N/A
6. <i>Shuten Dohji II</i>	Minoru Saito (JPN)	4,566	N/A

* as of April 22

There has been good news and bad news since last month's BOC report. The good news is that one of two sailors feared lost turned up. Class II's Minoru Saito of Japan was sighted in late March, pounding up the east coast of South America with almost every system on board his 50-ft *Shuten Dohji* either damaged or inoperable. He sailed into Punta on April 6, and after hasty repairs, started leg IV on April 11.

The bad news is that nothing has been seen or heard from Britain's Harry Mitchell. The feisty 70-year-old, the race's oldest skipper, was last heard from when he set off one of two EPIRBs on his 40-ft Class II entry *Henry Hornblower* on March 2, some 1,400 miles west of Cape Horn. An extensive search yielded no trace.

This final leg, the shortest of the four at 5,751 miles, has been smooth sailing compared to the brutal second and third legs through the Southern Ocean. There everyone battled gale after gale, dodged icebergs and endured bitter cold. Leg IV, by contrast, crosses the Equator and so far, about the 'worst' they've had is 20 knots of breeze on the nose with occasional squalls here and there. Which doesn't mean nothing is going wrong. Class II frontrunner Giovanni Soldini broke a headstay on his 50-ft *Kodak* and had to make a pit stop in Recife, Brazil. Reminiscent of an auto racing pit stop, he managed to get in and out in only three hours! And American Steve Pettengill broke an upper cap shroud on the 60-ft Class I boat *Hunter's Child*. Steve did the repair himself at sea, but it cost second place, at least for the moment.

As we go to press, the Class I and overall race leader is still Christophe Auguin of France, sailing the 60-ft Group Finot design *Sceta Calberson*. Auguin won the '90-'91 BOC, and by the time this issue hits the streets, he will have sailed into Charleston to win this one too, barring some catastrophe. American David Scully aboard *Coyote*, Mike Plant's old boat, is the surprise second place boat at this writing, followed by Pettengill and France's Jean Luc Van den Heede. If Pettengill can stay even with or ahead of VDH's slender ketch *Vendee Enterprises*, which also seems likely barring mishap, he will finish second overall, the highest finish ever by an American skipper in the BOC.

In Class II, the battle rages on between Soldini, of Italy, and Australian David Adams on *True Blue*. Throughout the race, the two competitors have continually exchanged the Class II lead with one another, leaving most of the rest of their fleet behind as they sail into the middle of the Class I boats. Soldini's stop has put Adams in the lead at this writing, but Adams' overall lead of 21 hours isn't unassailable. A lot can still happen in 1,800 miles.

Look for the final results of the '94-'95 BOC in the next issue.

simple twist of fate

April 1 started off pretty normal at the Alameda Marina. Dean Millican and his wife Sandi Hicks were enjoying watching the passing parade from their end-tie spot aboard *Cascade*, their Cascade 42. Russell Sheppard was readying his new-to-him Wilderness 21 *Baby Blue* for its first outing with a brand new outboard. And John Lambert had thrown the covers off his classic 1954 Chris Craft 30-footer *C Love* for a brief outing. None of these folks knew each other that morning; by dinner time, they'd never forget one another.

The twist of fate that brought them together was a blown exhaust hose. But Millican didn't know that when, about 2:30 in the afternoon, he noticed a motorboat called *C Love* start behaving strangely. It had been heading down the Estuary when, right in front of the marina, it started making tight circles. Each time it circled, it got a little closer to *Cascade*. After a half dozen or so circles, Dean realized there wasn't anyone at the wheel.

He told Sandi to call the Coast Guard and 911. By the time he jumped on the dock and started flagging down the little baby blue sailboat motoring by, *C Love* had completed about 10 tight turns. In two more, she'd be on the dock.

At first, Russell Sheppard had no idea what the crazy guy flailing at him from the dock wanted. All he wanted to do was take a buzz around with the smooth-running new Nissan outboard he'd just installed. "But when the guy pointed to the powerboat, and started yelling, I knew something was wrong," says Sheppard. He swung by the dock, Millican jumped aboard and Sheppard turned to intercept the powerboat. "I didn't know how far this guy could jump, I knew we probably only had one chance before *C Love* hit the dock, and I really didn't have a lot of time to think about it. So when we came together, I really bumped the two boats together pretty hard."

Millican jumped aboard and flung open the cabin door. The cabin was full of exhaust and 73-year-old John Lambert was sprawled on the cabin sole.

"I knew immediately what was wrong with him," says Millican. "You could hardly breathe in there." Lambert, unfortunately, wasn't breathing. Millican steered for open dockspace just past his boat, opening windows and closing the engine room hatch as he went. Soon after he got there, the Coast Guard Auxiliary boat *Zaida*, which had overheard Sandi's distress call, arrived. Crewman Joe Brisbin helped another person administer CPR. By the time paramedics arrived about five minutes later, Lambert had regained a pulse and was breathing on his own. Aided by the administration of oxygen, he regained consciousness as they were carrying him onto the dock. He opened his eyes to find a bunch of people leaning over staring into his face.

"That first look was just like taking a snapshot," says Lambert. "Some of those people came up to me later and I remembered their faces distinctly." He was subsequently rushed to the hospital where he spent only a few hours before being released with no lingering effects of the carbon monoxide poisoning he had just experienced. "I was surprised, but I didn't even have a headache," he says. The doctors did impress upon him just how lucky he was, though. "They said I had less than a minute left."

Lambert had not taken *C Love* out in awhile before that Saturday. He and his wife used to go out a lot, he says, but arthritis now keeps her home. He still comes down every month or so to run the boat, usually just tooling up to Jack London Square and back.

This time, there was some old gas in one of the tanks that had been making the engine run roughly. So he opened the necessary fuel valves to mix the new gas in one tank with the old gas in the other. Everything went okay until he was on the way back to his berth, when the motor started cutting out a bit. He decided to shut off the old-fuel tank completely. But when he opened the engine room hatch to access the valve, swirls of acrid exhaust smoke billowed into the cabin.

"I tried to open the windows, and I thought I closed the engine room hatch (it was open when Millican came aboard), but I had a tailwind, and I think that kept the smoke from blowing out." He found out that the cause of the whole thing was an exhaust hose that had come loose, allowing the engine to exhaust into its compartment rather than overboard.

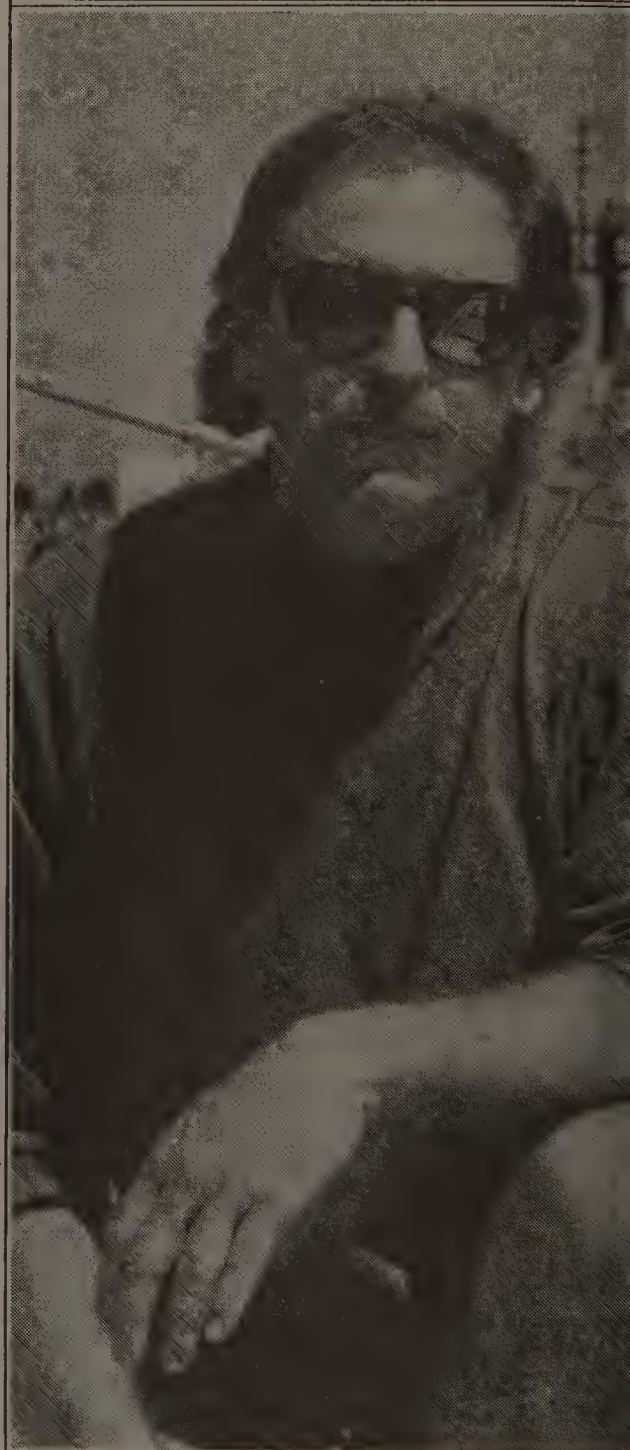
In the days following the accident, Lambert sought out his saviors and thanked them. Russ Sheppard says he didn't really realize the full impact of

continued outside column of next sightings page

digging

Whether or not Sir Francis Drake *really* stopped in the bay that bears his name is an ongoing subject of debate among those who care. Apparently, the only tangible evidence of that supposed 1579 visit is a rough, hand-drawn sketch in the leaf of a book, which shows a patch of water sheltered by what could be Point Reyes. But it could also be a number of other spots all up and down the coast.

What has never been in dispute is that Portuguese captain Sebastian Rodrigues Cermeño stopped in the little bay a day's sail north of the Golden Gate. On November 6, 1595, he and nearly 100 crew entered the bay aboard the Manila galleon *San Agustin* and dropped anchor. Loaded with more



drakes

than 130 tons of oriental porcelain and silks (and, some say, secret caches of gold and precious stones), the *San Agustin* had taken a beating on the crossing from Manila, in the Philippines. Captain Cermeño's plan was to rest up for a bit and possibly reprovision before heading south to Panama.

Trading with the local Miwok Indians, who rowed out to the ship, began the same day they arrived. The next day, more Indians came out and Cermeño and some of his crew followed them back to shore in the ship's longboat. Several days later, a camp was established ashore, which Cermeño named Santa Fe. The good captain is also the first on record to associate the area with

continued middle of next sightings page

twist of fate — cont'd

what they'd done until Lambert's wife got on the phone.

"She said she loved her husband very much, and because of us, she still had him. It really made us all feel pretty terrific."

the cruisers' boycott of new zealand

Furious over the passing of Section 21 of New Zealand's Maritime Transport Act of 1994, cruisers attending a general meeting of foreign yachtsmen in Whangarei on April 7 voted unanimously to implement a boycott of New Zealand and New Zealand products. The yachties hope to enforce the boycott by sending out chain letters to cruising yachts, yachting magazines and friends around the world.

"We're very reluctant to take this action because it is our friends and supporters in the yacht refit and marine supply industries that will suffer most," said Action Group member Pete Atkinson, "but the New Zealand government

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Right place at the right time — the quick actions of (l to r) Russell Sheppard, Dean Millican and Sandi Hicks helped save another boater's life.



SHIMON VAN COLLIE

cruiser's boycott — cont'd

has left us no choice."

Under Section 21, no master of any pleasure vessel can legally depart New Zealand for any foreign port until she's been inspected by a member of the New Zealand Yachting Federation and found to be adequately built, equipped and crewed for the voyage. What constitutes 'adequate' is a subjective question left up to individual inspectors.

Cruisers must pay \$75 (Kiwi) for the privilege of being inspected — plus any additional travel expenses incurred by the inspector. Until a boat passes the safety inspection, it cannot get Customs clearance.

There is anything but unanimous support for Section 21 in New Zealand, particularly within the marine industry — which profits handsomely from the business generated by the normal complement of 500 foreign yachts. Marex, one of the largest marine export organizations, has come out strongly against Section 21. John Lidgard, a Yachting Federation member of over 30 years and an internationally respected sailor, resigned his appointment as Yacht Safety Inspector in protest of Section 21. He's not the only Safety Inspector to resign, just the most famous.

Some segments of the Kiwi press have joined in slamming the legislation. In an editorial titled *Foreign Yachties Flout Our Asinine Law With Impunity*, the *Independent Business Weekly* wrote:

"In support of the law, Maritime Safety Authorities cited the \$1.5 million spent on an Orion aircraft search for 16 yachts hit by a storm of extraordinary ferocity. This was hardly a typical year. In 1993-4, there were only two boats involved in search and rescue — both New Zealand craft."

Did we mention that passenger ferries in Auckland aren't even required to carry lifejackets?

While a few yachties object to the list of safety gear (most all of which is quite reasonable), most think the \$75 inspection fee is pretty ridiculous. But what really gets their goat is the principle involved. They fear that Section 21 will establish a precedent that would encourage every other country to establish their own safety regulations and, ahem, 'inspection fees.' The note that Section 21 would seem to contravene Article 94 of the Law of the Sea, which states that the responsibility for constructing, equipping and manning vessels belongs to the flag state.

In addition, many yachties feel they are, in effect, being held hostage. Almost all of them arrived in New Zealand before the law was even brought up for consideration.

While the long term status of Section 21 might be uncertain, the short term is not. The Kiwi parliament adjourned without amending or repealing Section 21 — and won't be back in session until some of the most favorable weather windows to leave New Zealand have passed. Some yachties have or are planning to take off without getting clearance.

These 'renegades' have apparently been receiving support from the French, who have reportedly decided that boats arriving at their territories — such as New Caledonia — will not be required to present clearance papers. Good mates, the Kiwis and the French — first some French frogmen blow up the Greenpeace ship in Auckland Harbor, and now this.

What makes the situation all the more galling is the open ocean rescue of three Kiwis 125 miles northeast of Maui early on the morning of March 16th. Pilot Michael Allsop, 25, and two other Kiwis had taken off earlier in the day from Oakland aboard a DeHavilland Twin Otter aircraft. Their job was to deliver the plane to New Zealand via Hawaii and Samoa.

As they neared Hawaii, a mechanical problem prevented fuel from getting from the reserve tanks to the engines. Realizing they'd have to ditch, they issued a *mayday* at 0330 Pacific Time. The U.S. Coast Guard immediately dispatched a C-130 Hercules from Oahu. At the same time, Navy pilot Jeff Spivey, flying routine submarine patrol 1,500 miles to the east, began coaching the Kiwis on ditching procedures — such as wedging shoes in the doors so they wouldn't get trapped once the aircraft landed on the water. Further, the containership *Columbus Canada*, enroute from Honolulu to Los Angeles, was diverted to the sight of the ditching.

Assisted by a full moon and a path of flares set down on the smooth ocean surface by the C-130, Allsop was able to land the DeHavilland in good condition. He and his two crewmembers were able to leave the plane and

continued outside column of next sightings page

drakes

St. Francis. He called the anchorage *Bahia de San Francisco*.

There were other 'firsts'. During the last week of November, while Cermeño and most of his men were ashore, a big southerly came through, and the *San Agustin* became the first ship ever to wreck along the coast of what is now California. She dashed up on rocks, broke up and sank, taking the entire 'skeleton' crew of more than a dozen men down with her. (To this day, beachcombers in Drakes Bay can find shards of porcelain dating from the Ming Dynasty.)

It was a devastating development to say the least. Cermeño and the remaining 75 crew (who witnessed the whole thing from shore) were able to salvage a few supplies from the ship and gather some food from the surrounding countryside. But when they ended up fighting with some Miwoks over a wooden plank that had washed ashore, they realized it was time to get out of Dodge.

In an epic piece of seamanship reminiscent of Bligh's incredible 3,600-mile voyage in an open boat with 18 faithful officers after the famous mutiny, Cermeño, all 75 crew and the ship's dog crowded into the long-boat and set off south. Seven weeks and more than 1,500 miles later, the bedraggled band — minus the dog, which they ate — made it back to civilization at Navidad, Mexico. (Although they stopped along the way, they missed the main Bay, as explorers would do for another 200 years. Spanish explorer Gaspar de Portola was the first European to 'discover' it on an overland trip in

crew list screwup

It's been a number of years since we ran a clean Crew List. That is to say, it's been years since we ran a Crew List free of mistakes — this despite how perfect we otherwise are.

The Spring Crew List, which ran last month, is no exception. Seems the Crew List form for people "Looking for Cruising Crew" (which ran in February and March) was not quite the same as the "Want Crew" code, which ran with the completed list last month.

And of course the categories in question were about as diametrically opposed to one another as is humanly possible.

The problem came in our normal upgrading that the lists go through every year. People often write with constructive criticism or suggestions for new categories, and we keep that all on file for updating next time the Crew List comes around. (We also save the really nasty messages in another file and have those people beaten.) This time, the 'fix' to this particular form was a simple one.

— cont'd

1769. The entrance wouldn't be found until Juan Manuel de Ayala sailed in in 1775.)

The last reference to the *San Agustin* until modern times was by Sebastian Viscaino, who entered Drakes Bay in 1603 under the pilotage of Francisco de Bolanos, a survivor of the *San Agustin*. The idea was to salvage some of her booty, but the expedition was unable to find the ship.

Get to the point, *Latitude*. Get to the point!

Okay, okay — Scientists are currently digging around the Point Reyes peninsula in an attempt to find Cermeño's encampment.

There have been a number of attempts to find the *San Agustin*, and in a 1989 effort, noted treasure hunter Robert Marx claims to have done just that. But neither the Feds nor National Park Service would let him do anything about it, so it will be awhile yet before that wreck yields its secrets.

But all the powers that be seem to have given their blessing for the onshore search for Camp Santa Fe, which according to sketchy historical records is believed to have been a huge, underground bunker reinforced by pieces of the ship against a feared Indian attack.

If found, the area would be excavated, preserved, and likely registered with the National Register of Historic Places.

And if, in the process of looking for Cermeño's camp, they find some cufflinks or something with 'S.F. Drake' engraved on the back, maybe they'll get to solve two mysteries for the price of one.

of the month

We changed question 3 from a multiple choice to two different questions. So in the forms run earlier this year, it read:

MY/OUR IDEAL CREW WILL:

- 3) Have more desire than experience.
- 4) Have lots of ocean experience.

... And so on.

Unfortunately, question 3 on the Want Crew code remained a two parter (3. Have a) more desire than experience; b) lots of ocean experience). This meant that every category people picked beyond question 3 on the form got bumped back one on the code. Or is it bumped up? For example, if you checked that you had mechanical skills, it translated to you speaking foreign languages on the code. Oops. The worst one, or maybe two, were the last ones. If you wanted to note 'other skills', such as woodworking or scuba diving on the form, by the time it got

continued middle of next sightings page

cruiser's boycott — cont'd

board their liferaft without suffering anything worse than bruises. Just 30 minutes later they were picked up by the *Columbus Canada* and then taken to Los Angeles.

Perhaps Allsop and his fellow ditching companions will return to their native New Zealand to campaign in support Section 21 on the grounds that New Zealand spends too much money rescuing foreign sailors. But we doubt it.

If you'd like to join cruisers in New Zealand protesting Section 21, make your feelings known to Maurice Williamson, Minister of Transport, Parliament Buildings, Wellington, New Zealand. Or fax 64-4-472-7095.

cover photo

"Here's a photo to add to your 'Travels With *Latitude*' collection. Basically, my girlfriend Kathi and I were down in Jamaica during some of the huge rainstorms Northern California was having in February. Jamaica was great



COURTESY TOM AND KATHI

(see photos), really hot (see photos), and we had some fun sailing (see photos).

After 10 days of sun, sailing and sin, we landed back at SFO during another rainstorm. But we did drive back to reality in Stockton with a tan.

— tom and kathi

SIGHTINGS

from typee to alvei

Back in his formative years, Evan Logan was a voracious reader of the great novels of the sea — Conrad, London and particularly Melville. In the latter's book *Typee*, one passage helped form a life philosophy.

"Melville noted that to the Tahitian way of thinking, work and play should be the same thing," he recalls. "That worked for me!"

Through the various stints of fun/work as a fine artist, graphic artist and licensed ship master, Logan — who still calls Lockeford (near Lodi) home — was never far from sailing. And we're talking big sailing. Square riggers and 'working' schooners such as *Sophia*, *Edna* and *Regina Maris* were his preferred mode of travel. He skippered the latter vessel for several of her extended voyages in the mid '70s.

By the mid '80s, Logan was ready for a big schooner of his own. "I'd been

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screwup

into the Want Crew code, you were unattached and unopposed to the possibility of a friendship blossoming. Eek. And if you checked that you thought O.J. could be innocent, by April it meant that you look good in a bikini. Aaak!

We swear we don't do this on purpose. We'd also like to swear that if it ever happens again, may a bolt from heaven knock the Golden Gate down while we're sailing under it. But we won't do that to you. Traffic is bad enough as it is.

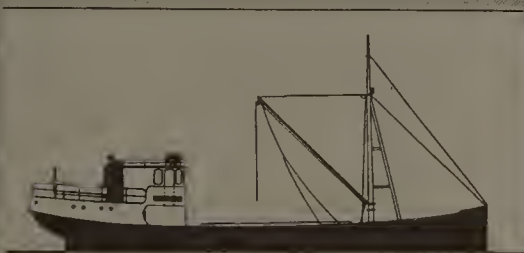
We apologize to those of you affected by



— cont'd

this mixup. We already know of one woman confronted by a guy about the friendship blossoming thing, and just before she hung up, she told him, "The only thing blossoming if you call back will be the flowers on your grave!"

Please feel free to blame us completely, and to take our name in vain when slamming down the phone after some pervert calls thinking he's getting your body instead of your navigational skills. And please try to keep a sense of humor. It was designed for situations like this.



'Alvei' before (above) and after (below).

alvei — cont'd

sailing other people's versions for 12 years," he says. "And I thought I knew enough to avoid all their mistakes."

But what he ended up with must have seemed to some the biggest mistake possible. Not only was the vessel he bought not a schooner, it wasn't even a sailboat. It was a 92-ft steel cargo boat originally built as a herring drifter in 1920!

The detractors were soon silenced. Similar to the famous steam schooners of the West Coast (of which the Sausalito museum ship *Wapama* is the last one), *Alvei* was part of a transitional style of ships whose lineage traced the path from sail to steam. Like the steam schooners, the 'lugers' started out as sailing ships with small engines. As time went by, the engines grew larger and the sails smaller until the latter were used for little more than stabilizing the ride. Throughout the process, the ships retained the graceful, slender hulls of their sailing forebears. All the Scotland-built *Alvei* needed in the way of hull modifications was the addition of a 2-foot-deep, 15-ton ballast shoe run the length of the keel.

The project started out swimmingly. Logan and partner Bart Willems bought *Alvei* in Norway in the fall of 1986, and by the time they reached Gaia, Portugal, where the conversion/rebuild would take place, they had already bought the wood for the topmasts (in Norway) and the steel for the lower masts and yards (in Holland) for bargain basement prices. Logan, Bart — a boilermaker by trade and the main welder on the project — and a band of believers more or less just threw on the docklines in Portugal and got to work.

Like all boating projects, though, time and material estimates pretty much flew out the window after awhile. Logan figured the conversion would take two years. It has taken eight. As each obstacle was surmounted, it seemed like another two would present themselves. Some at least had humorous aspects. In November, 16 beautiful brand new white sails finally arrived from Hong Kong. Thing is, they ordered tanbark. Oh well, the bill ended up being less than estimated, so what the heck.

On January 16 of this year, *Alvei* — Norse for 'one who goes everywhere' — sailed for the first time in her 75 years of life. The shakedown cruise to Vigo, Spain, ended up a baptism by fire, as the ship scudded before gale-force winds and 25-ft seas. But she made it in fine fettle, only to drop her anchor right into the hold of a sunken wreck! Extricating the hook necessitated several hours of scuba diving, the assistance of a local fishing boat, repair of the windlass (that broke trying to raise the fouled anchor) and a several day delay to the schedule.

After all that, could anyone doubt *Alvei* was now a full-fledged sailing ship?

We say 'ship' here because at 92 feet LOD and 146 feet LOA, *Alvei* seems too big for a 'boat'. Other principle dimensions include a beam of 19 feet, a draft of 10 feet, 103 tons of displacement and more than 5,000 square feet of sail — 2,950 square feet of fore and aft sails and 2,850 in the squares. For auxiliary power, the ship retains her dependable two-cylinder Wichman diesel — hey, they're big cylinders — installed in 1958.

At this writing, *Alvei* is still in Spain but will likely return to Gaia for completion of final details before she sets sail for the Caribbean in September — which leads to the other interesting part of this project.

"I prefer to think of the ship more as a way of life than a charter boat," says Logan, who nevertheless does need to fill at least a handful of the 18 bunks aboard with both charterers and 'shareholders' to make the project work. The current pre-sailing charter package is \$500 for the equivalent of one month aboard as active crew (standing watch, galley help, etc.). That means it can be just you for 30 days, you and a friend for 15 days, you and two friends for 10 days, you as inactive crew for 15 days (crew not participating in the running of the ship pay double) or whatever. That price includes a bunk and food, and the time can be used any time within 5 years after the ship becomes operational, which as we said should be about September.

The 'shares' of *Alvei* go for \$5,000 apiece. That buys you three months on board — no time limit on use — and one vote in major decisions such as how to handle finances or where to sail next. (Once the ship gets where it's going, whatever crew is on board gets to decide which island to visit and for how

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COURTESY EVAN LOGAN

SIGHTINGS

alvei — cont'd

long.) So far, Logan says some 30 shareholders have bought 40 shares in *Alvei*. The itinerary they have picked: the West Indies next winter, U.S. East Coast next summer; then back to the Caribbean, through the Panama Canal and, well, it's still up in the air from there.

Logan admits there are still bugs to work out of the 'system' before things are up and running smoothly. A good part of it is the crew just mastering what the 139 lines of running rigging do. "Five guys can actually sail the ship," he says, "if they're all meat bucket deck apes that know what they're doing. Most of the rest of the time, it will take a crew of 9 to 12." Long term, he sees *Alvei*'s 'ideal' crew comprising three different types of people — one third 'regular' crew, one third long term (5 or 6 months) shareholders and the final third, short-time charterers or just people aboard for daysails or island hopping. He

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what a

We've seen round downs and we've seen round downs, but *Hoot*'s bellyflop under the Golden Gate on April 15 has to go down as one of the best. We give it a 9.9.

The incident — the second of two crash and burns that the *Hooters* experienced during the course of the crewed Lightship Race — came just as the boat was passing by the South Tower. When a competitor out-board of them jibed, they were forced to do the same thing right under the bridge.

"We survived the spinnaker part of it," said owner/driver Andy Macfie. "But then the



hoot!

demon spanked us."

We'll say. The flaming noseplant bent the Windex and VHF antenna on the masthead, but Andy's not sure if it was before or after the kite got wrapped all over the top of the mast. By the way, the people praying, submerged and/or hanging on for dear life are Paul and Dom Gamache, Mike Moore, Glen Davis and Myron Rand. The boat's an Olson 30, in case you can't tell from that angle.

Hoot was down for half a minute or more. "I kept telling everyone to leave the sheets

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DON HILBUN

alvei — cont'd

also mentions that he "would like to find a deck officer and a couple of enthusiastic sailor types" to join the regular crew complement. (Anyone wanting more information on any of this can contact Evan Logan at 209-727-5641 before June 4. After that, he may be reached by mail at Apartado 323, 4401 V.N. Gaia, Portugal.)

Without actually seeing the ship and operation firsthand, it's hard to tell you much more than that, but it appears that Logan is one of those enterprising souls who's been able to pull off what most of us only dream about — and turned an ugly duckling into a swan to boot! He's promised to keep us updated on the project as it progresses, and we'll do the same for you.

safe boating week

The theme of this year's National Safe Boating Week — "It Won't Work If You Don't Use It! Lifejackets Save Lives" — reminded us of an incident that happened just last month in Southern California. Two unsavory types stole a catamaran and got into trouble off Laguna Beach. Details were sketchy as to the exact chain of events, but apparently the two knew nothing or nearly nothing about boats. When they couldn't make the boat go the way they wanted, they decided to just abandon it and swim for the beach. The salient points in all this are: 1) that before they jumped in, they both donned those big, ugly, orange lifejackets; and 2) Because of it, they both lived. One made it to the beach and the other was found floating, severely hypothermic but alive, near the boat several hours later.

We could not help but note the black humor of it all: We could fill volumes with the names of smart, honest, law-abiding, experienced boaters who have perished because they *won't* wear lifejackets. And here you have these two bozos who only do one right thing the whole day — put on lifejackets — and they survive. What's wrong with this picture?

Well, what's wrong with this picture is exactly the issue that the National Transportation Safety Board is addressing May 20-26. Two of the highlight information campaigns:

- A new federal law that takes effect May 1 now requires boats under 16 feet to carry one wearable lifejacket for each person aboard. "Throwable" flotation like bouyant cushions will no longer cut it.

- A campaign called 'PFDs and Kids' is a pet project of the NTSB's National Safe Boating Council. For awhile now, the Council has been urging all 50 states, the District of Columbia and the territories of Puerto Rico and the Virgin Islands, to implement minimum safety standards to reduce the number and severity of accidents. One of these standards is that kids 12 and under be required by law to wear lifejackets while boating. At least 16 states are currently considering the initiative, joining 24 states that already require kids to wear lifejackets, albeit at different ages.

For more information on National Safe Boating Week or any of the NTSB campaigns, call (606) 278-6146.

For information on the various Boating Skills and Seamanship Classes near you, call (800) 336-2628. These 13-week, one-night-a-week classes run about \$50 (for materials only) and are an excellent first step into boating for spouses, friends or whatever — with enough good refresher information that seasoned boaters are likely to learn something, too. They're taught by members of the Coast Guard Auxiliary or U.S. Power Squadron, which run very similar curriculums. The classes are ongoing year round and are so numerous there's probably one a stone's throw away from wherever you're reading this. We used to try to list them, but there are so many, that we were always leaving someone out. Now we literally don't have the space to list them all, and anyway that's why they invented the 'boating courses hotline' whose 800 number appears above.

And by the way, notice that the guys at on Hoot (at left) are wearing flotation. That earned the skipper a *Latitude* T-shirt. In fact, from now on, any boat owner who turns up in a *Sightings* sailing photo wearing a lifejacket also gets a T-shirt. We may not be able to guilt-trip you into wearing one, but we're pretty sure you can be bought.

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coast watch

As always, this month's collection of Coast Guard search and rescue summaries includes a little bit of everything. But the more of these we run, the more we notice a pattern emerging. Notice how many fewer fishing boats are the subject of SARs — and how many more sail-boats are involved in them.

March 19 — A powerboat named *Bailey Boy* was motoring along off Descanso Bay, Mexico, when they were approached by a Mexican skiff carrying eight men. As the skiff closed to within 200 yards, three of the men opened fire with automatic rifles. The crew aboard *Bailey Boy* estimated 100 rounds hit the water fore and aft of their vessel, although none hit the boat or anyone aboard.

Bailey Boy came to a stop and the four people on board raised their arms. The leader of the skiff party said they were Federales and they needed the *Bailey Boy* to search for a ves-sel of the same description. For the next 30 to 45 minutes, the 'Federales' directed the master to search for this 'other vessel'. Then they directed the skipper to put them ashore. Near the beach, *Bailey Boy* was met by another skiff and the men departed. As they left, the leader (the only one wearing any sort of uniform or police insignia) asked if everyone was all right and if they wanted any money. Once freed to proceed, *Bailey Boy* and a companion vessel made a beeline for San Diego where they reported the incident to the Coast Guard.

March 21 — The Coast Guard responded with a helicopter launch to reports from Ocean Beach (San Diego) lifeguards that a man had walked down the beach, entered the water, submerged and disappeared. Despite a search by the helo, divers and lifeguard boats, the man was not found.

March 26 — Another strange one in San Diego, this time the report of a 10-foot skiff with no one aboard — and its motor still running! Two lifeguard boats and a county Sheriff's helicopter joined a Coast Guard helo in a search of the Windon Sea Beach area where the boat was spotted, but no signs of a victim or distress were found. They did manage to locate the owner of the skiff later on. He claimed the boat had been stolen earlier in the day.

March 30 — A charter boat sailing about 3 miles off Laguna Beach came upon an unmanned catamaran with its mast lying on deck. Dana Point and Newport Harbor rescue units located the boat, and found it to be partially filled with sand, as if it had been ashore, then drifted back out to sea. A further search of the area revealed further surprises — a lifejacketed swimmer completely incoherent due to hypothermia. When he came around, he indicated he and another man had stolen the boat. Apparently, they didn't know how to sail, so to get ashore, so before dawn the morning of March 30, they donned lifejackets, jumped in and started swimming for shore. The second guy was later located safely ashore.

April 7 — District 11 headquarters in Long Beach was the rescue coordinator for *Mi Casa*, a 30-ft sailboat partially disabled 70 miles south of Magdalena Bay. The vessel reported a blown main and a bad cooling pump. The cutter *Hamilton* rendezvoused with the boat on the evening of April 9. Four crew from the *Hamilton* relived the crew of *Mi Casa*, who were exhausted. The Coasties repaired the cooling pump and by the time the crew returned aboard after a good rest, *Mi Casa* was ready to go. What service! The Mexican Naval vessel *Ocampo* escorted them into Mag Bay.

April 8 — When a 20-ft powerboat got caught in the surf off Ocean Beach, the Coasties dispatched a 44-footer. Soon after it arrived, the powerboat capsized in the 14 to 16-ft breakers. When the 44-footer tried to get close, it too was knocked on its beam ends. The two people were finally rescued by a helicopter; one was hoisted aboard, while a Coast Guard rescue swimmer helped the other in through the surf.

April 9 — When a boat sailing along off Point Loma spotted a 17-ft skiff with fishing lines out but no one aboard, they called the Coast Guard. The Coasties further discovered the fish finder on, and the owner's wallet, checkbook, shorts and shoes on board. An extensive search was begun using a helicopter and 41-footer, but it was another sailboat that finally found the body. A positive identification was made using the driver's license found aboard the skiff.

April 10 — Station Long Beach went to the assistance of a 15-ft sailboat that had piled onto the rocks off Marina del Rey. The vessel had been rented from an outfit called Rent A Sail, Inc. The boat had no serviceable lifejackets

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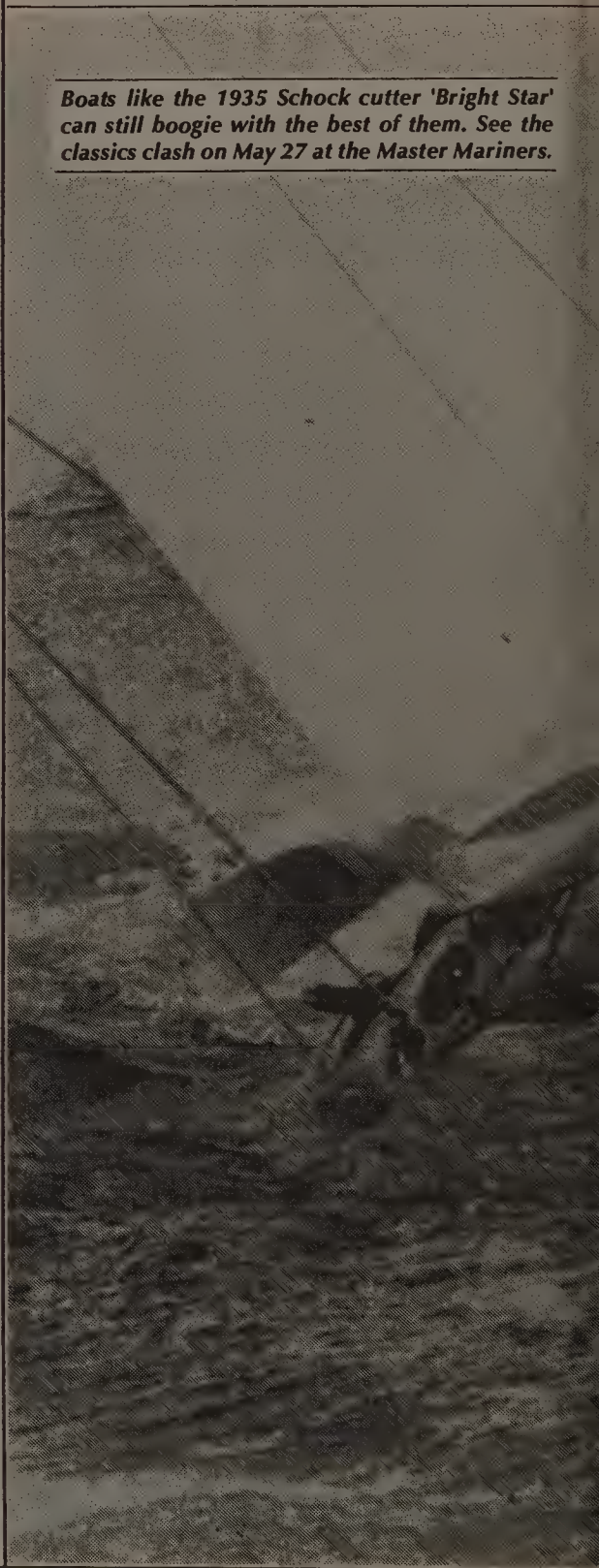
hoot

alone, because I thought I could scull us out of it," explained Andy. "Then it occurred to me that the rudder wasn't in the water. . . ." A bit of easing on everything finally brought the boat back to her feet. By then, of course, several boats had sailed by. *Hoot* ended up

master

One of the great aspects of sailing is that you can have just as much fun doing it on a boat built 100 years ago as one built last

Boats like the 1935 Schock cutter 'Bright Star' can still boogie with the best of them. See the classics clash on May 27 at the Master Mariners.



— cont'd

seventh in class.

Photographer Don Hilbun's sequence was so good we couldn't leave you with just one shot. To see what the boat looked like after the main jibed itself, part II is in *The Racing Sheet*.

mariners

week. Proof positive comes back to the Bay on May 27, when the Master Mariners Bene-

continued middle of next sightings page

coast watch — cont'd

aboard and three other violations. The same rental company was cited for similar violations last summer. All documentation in the case was forwarded to the Marine Safety Office for further investigation.

short sightings

RICHARDSON BAY — "It went over just like a Laser, and never came back up!" explained dinghy ace Steve Jeppesen, who sank Ken Keefe's Mercury while leading a small class in Richardson Bay on April 15. "We jibed as a squall hit us and ended up going about 30 degrees by the lee," continued

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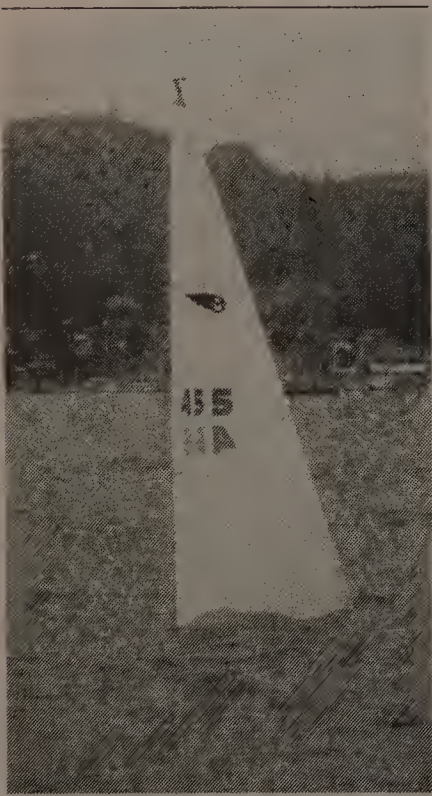


shorts — cont'd

Steve. "We crashed big time and the boat just went down like a rock. I'm glad we had lifejackets on!"

Hank Easom, sailing a borrowed Mercury, fished the chagrined crew out of the water, and two hours later, Vessel Assist had refloated the boat. Neither boat nor crew were any worse for the wear, although Jep's wallet is a little lighter after paying for the rescue. The moral of the story: Even really good sailors screw up sometimes, so don't think it can't happen to you.

ITALY — The Italians have always liked to do things in a big way, so it wasn't too surprising to hear about the launch of yet another humongous megayacht from the Perini Navi yard. But one factoid did catch our attention. The size of the genoa for the 190-ft *Taouey* is 5,390-square-feet. The Doyle sail is so large, it could be used to cover the gridiron during a 49ers rain delay and still have some left over! So next time it's blowing 40 and you're on the foredeck struggling to get your headsail down, thank your lucky stars you're not the owner of *Taouey*. He'd have to send out 10 of his



paid deck apes to get that mammoth genny down — within acceptable casualty rates. Who needs that stress?

OUT THERE — As we went to press, the Coast Guard was dealing with the second ship in a month suspected of human smuggling. The practice has become fairly widespread in recent years as Chinese citizens are bilked out of their life savings, packed like cattle onto unseaworthy vessels and dumped on the U.S. and Mexican west coasts. The latest ships intercepted were the *Fang Ming* in late March, and the *Sin Qi Li How* on April 18. The *Fang Ming* was intercepted off Southern Baja and turned over to Mexican authorities. The 107 people aboard were being held at the port of San Carlos and were due to be deported back to China by late April. The *Sin Qi Li How* was boarded April 18 after they requested assistance. The Coast Guard found at least 160 people aboard, and that the passengers had staged a mutiny and locked the ship's crew and the smuggler's 'enforcers' in a cabin below decks.

It is a U.S. government policy to divert human-smuggling ships en route to the United States. The strategy prevents would-be immigrants from seeking political asylum.

SAN FRANCISCO — When the subject of poaching comes up, and you're not talking about what you had for breakfast, the most common image that flits across our minds is the rotting, mutilated carcasses of elephants slain for their tusks. So much for the power of TV. But poaching of all sorts goes on under our noses all the time: illegal fishing, taking lobster out of season, abalone that are too small — stuff like that.

In February, the Coast Guard, working with the state Fish and Game Department, made one of the more obscure poaching busts we've heard of in a while. They cited a group of San Francisco men for illegally harvesting... kelp.

Now, to us, poaching kelp is like stealing air. But the fact is the coarse brown algae is a definite cash crop. In this country, kelp derivatives are used in some skin creams, vitamin formulas, and to keep things like chocolate milk from separating. But the real gold mine for kelp is Japan, where processed kelp filled with herring roe is considered a delicacy in sushi bars across that country. Depending on the quality of kelp and how much herring roe is in it, 60 pounds of prime kelp can be worth up to \$1,000.

The 'score' in this case was 70 pounds, found in a pier warehouse in the

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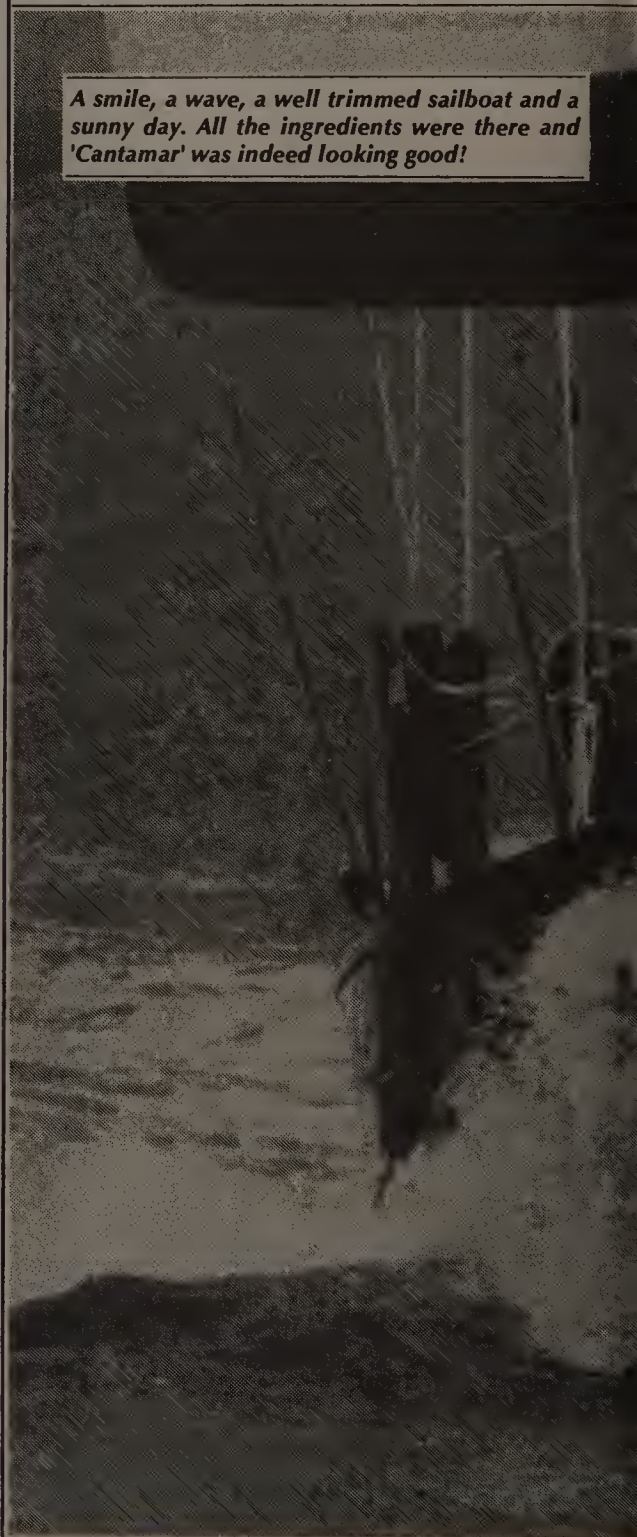
master mariners

volent Association holds its 30th modern revival of the Master Mariners Regatta.

Born in the 1800s as a friendly competition between sailing ships of the line, the regatta was born again in 1967 as a yearly event for classic yachts. MMBA defines these as having been built before World War II, or built since then to prewar designs using materials in use then.

This year's race shaping up to be a good one. In addition to nearly 100 local boats, a healthy contingent of classics will come up from Southern California to compete, including the spectacular 90-foot Fife cutter,

A smile, a wave, a well trimmed sailboat and a sunny day. All the ingredients were there and 'Cantamar' was indeed looking good!



— cont'd

Bloodhound and the majestic 145-ft state tallship *Californian*.

Part of the tradition is that individuals or companies can sponsor a participating yacht. \$100 buys you a space aboard the yacht you sponsor and a ticket to one of the most legendary parties in Western civilization. For more information on any of this, contact Craig Swayne at (415) 285-1500.

And even if you're not going to participate, plan on being out on the 27th anyway. The Master Mariners is nothing if not one of the Bay's great spectacles.

shorts — cont'd

City. The alleged offender was one of 10 kelp harvesters currently licensed in San Francisco Bay, but he was harvesting out of season. Don't look for the bust to make an episode of that television show *COPS* anytime soon.

SAN DIEGO — Between the Harbor Police and the America's Cup, San Diego's been taking some heat lately. Proving not all is lost, some people at the San Diego YC have come up with one of the most creative sailing 'competitions' we've ever heard of. The Joseph C. Antrim Perpetual Trophy Race Against Aging is open to any sailors 75 years or older. For a documented, nonassisted, singlehanded passage between North American and Hawaii — either way — a participant gets his or her name engraved in the perpetual trophy. The trophy was created "To encourage the older sailor to maintain a healthy lifestyle and physical capability."

A tip of the hat to San Diego YC and the creators of this great event.



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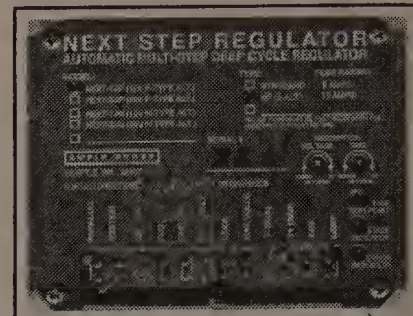
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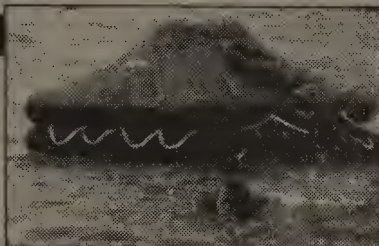
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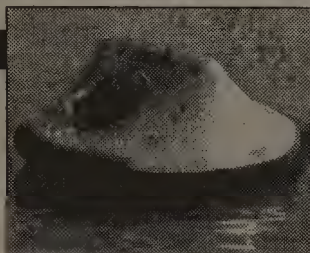
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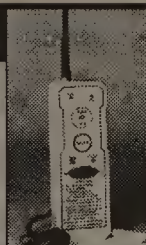


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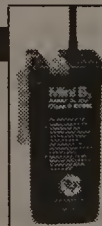
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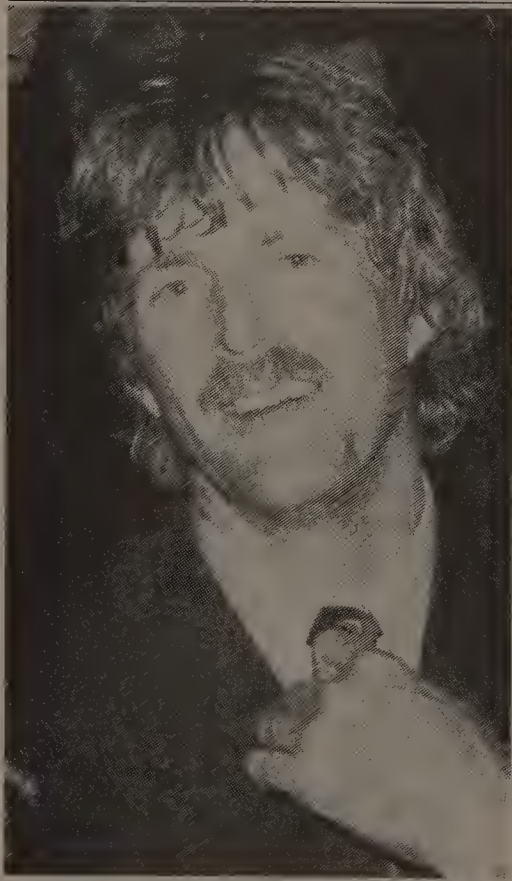
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AMERICA'S CUP

It was the best of times. It was the worst of times. It was — it is — the America's Cup.

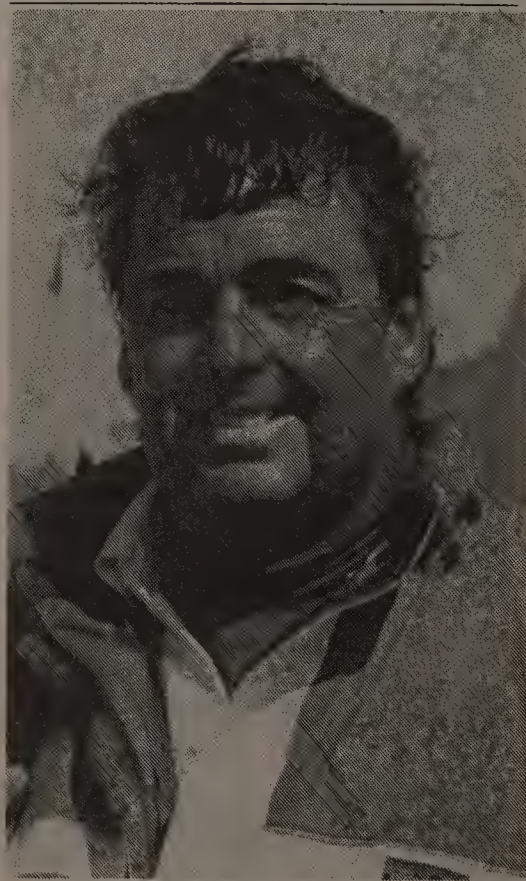
At presstime, we knew precisely 50% of what you will know by the time you read this. Specifically, you will know who the American defender is. As usual, the series had been dragging along interminably and

had a one-race, sudden death show-down with *Young America* to determine which team would defend the 29th America's Cup.



Peter Blake.

at presstime and a Defender had not been decided. As the messenger was literally dragging the flats of this issue out the door, Dennis Conner had yet to meet *Mighty Mary*



Above, Dennis Conner. Right, the one race 'oneOz' won.

The best of nine series starts May 6.

Or, they may have changed all the rules at the 11th hour and all three boats are going to defend. Considering all the backroom deals that have been made so far, we wouldn't at all surprised.

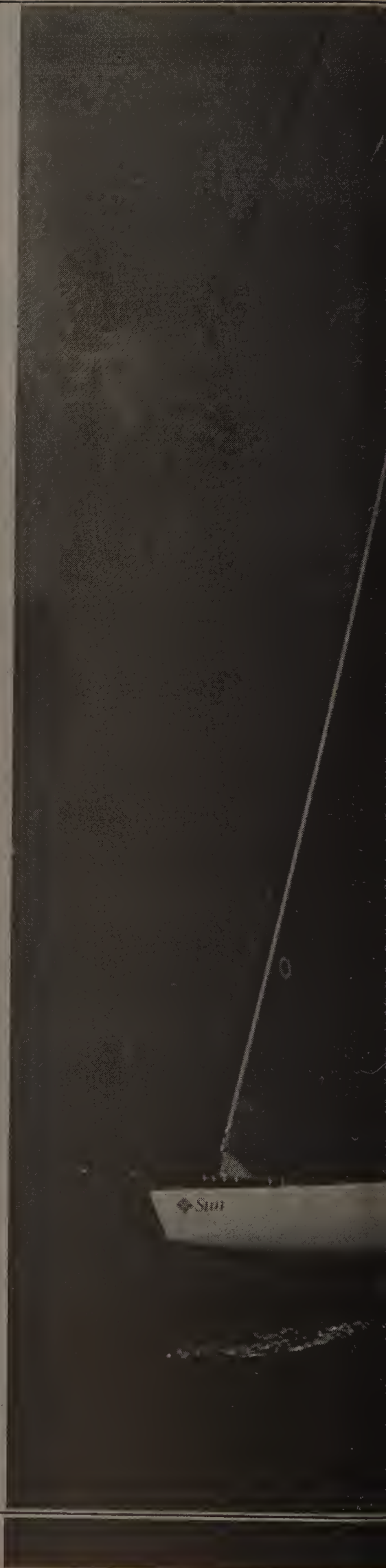
Over in the Challenger camp, they tried something novel: a final round with only two boats in it.

in the final showdown. If he won, he will now be preparing for his sixth run at the America's Cup (including his spot as starting helmsman and tactician for Ted Turner on *Courageous* in '74).

If he didn't, *Dave & Mary* would have

One thing that is not in dispute is who will go up against the American defender. That will be *Team New Zealand*. Their entry fee into the hallowed match races: 112 races over the last four months, with exactly 2 losses. What Michael Fay, Chris Dickson and Rod Davis (in '92 he sailed for New Zealand) could not do, syndicate head Peter Blake and helmsman Russell Coutts have done: brought the first New Zealand challenge ever to the finals of the America's Cup. (Not counting the big boat/catamaran thing, which wasn't a 'real' America's Cup.)

Blake did it quietly, methodically and thoroughly — so thoroughly that at this writing, he was still pondering which of his unbeatable 'black beasts' to sail in the Cup: NZL-38 (the 'conservative' boat) and NZL-32



— FINALLY!!!

(the radical boat).

For the finals of the Louis Vuitton Challenger Elimination Series, he chose 32.

The Challengers

Over in the Challenger camp, they tried something novel: a final elimination round

*AUS 31 was
nipped, tucked,
lifted and pinched
in more places than
Elizabeth Taylor.*

with only two boats in it. What an idea! The two syndicates represented were of course those of Blake's *Team New Zealand* and Aussie John Bertrand's battle-scarred *oneAustralia*. Both Japan's *Nippon 95* and Chris Dickson's *Tag Heuer* syndicates were eliminated in the semifinal round.

Bertrand, an early favorite in America's Cup XXIX, came to the finals with only one boat, and it wasn't the one he wanted. You'll recall that the one he wanted, AUS 35, broke in half and sank on March 5 — with 11 brand new sails, of course. So it was back to the drawing boards, the long boards and the chainsaws. AUS 31, the syndicate's 'old' boat was nipped, tucked, lifted and pinched in more places than Elizabeth Taylor. That she held together at all seems something of a miracle. That she showed moments of speed surpassing even Blake's black boat was truly amazing.

But it was too little, too late. *Black Magic I* came to the finals with no losses on the water and only one off — a protest by *oneAustralia* in the early going. The infraction had to do with TNZ having a man up the mast which, by the international jury's interpretation of the rule, is illegal.

And true to form, TNZ started off the finals by taking the first four races. With only one to go to assure their slot, it looked like another shutout.

But in the stuff of which Aussies are made, *oneAustralia* came out of the blocks first on April 15 and, for once, held off the black beast (sans Blake and his lucky red socks) all six legs. It was probably the most grueling race of the entire Challenger series, with *oneOz* throwing more than 30 tacks on

DAVID SCHULER/PPPL MEDIALINK

AMERICA'S CUP

the Kiwis on one weather leg alone. "It was a bloody nice race to win," said Bertrand afterward.

Sadly, it was the last time the huge boxing kangaroo banner would crackle in the San Diego breeze. TNZ — with Blake and his lucky socks aboard — came back the next day and beat the Aussies, eliminating them and advancing to the America's Cup.

And the weirdest thing about it all? Michael Fay was nowhere in sight.

THE DAVE QUESTION

"Once upon a time, a revered coach told the world, 'It's not whether you win or lose, it's how you play the game,'" wrote Joanna Pashday in response to our survey about putting a man aboard *Mighty Mary*. "For a brief while, Koch and the women of *America*³ let us think they still believed in that noble principle. And they lifted up the spirits of all of us — women mostly, but men, too — who wanted to believe it, too.

And now we know the truth.

... I have sent my *America*³ T-shirt back to the team's headquarters. I hope that every woman who was suckered into supporting this two-bit sham will do the same."

That was pretty much the prevailing feeling from the respondents to our survey on the issue of a man aboard the formerly all-women *Mighty Mary*. We attribute the relatively small response — about three dozen letters and forms — to the fact that the issue was pretty much overshadowed by the unprecedented move of putting all three American boats in the finals. It could also be that people are losing interest in the whole thing. It's gone on way longer than it needs to.

Only a couple of people thought putting Dave Dellenbaugh aboard *Mary* as starting helmsman was a good idea, and a couple of others felt if Dave was going to sail with the women, he had to look like one. That meant dressing in the same clothes, losing the beard and sailing under the name 'Debbie'.

We also asked about name changes. If it shouldn't be called The Women's Team anymore, then what would be a more appropriate title? Responses included *Team Cop Out*, *Unisex*³, *Mary's Folly*, *Gender Benders*, and "Leave it The Womens' Team — they've earned it."

The Defenders

"Greed is good," advised the Michael Douglas character in the movie *Wall Street*. It should be the motto of this Defender series, the machinations of which have

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BOB FISHER/PPL



GILE MARTIN RACE/COURTESY LOUIS VUITTON



elicited almost universal disgust from every sailor we've talked to, and most sportswriters who even feel it's worth wasting ink on anymore.

Imagine Superbowl, Niners vs. Dolphins, the score is tied 7-7, and there are 30 seconds to go. Steve Young drops back, finds Rice wide open, raises his arm and. ...

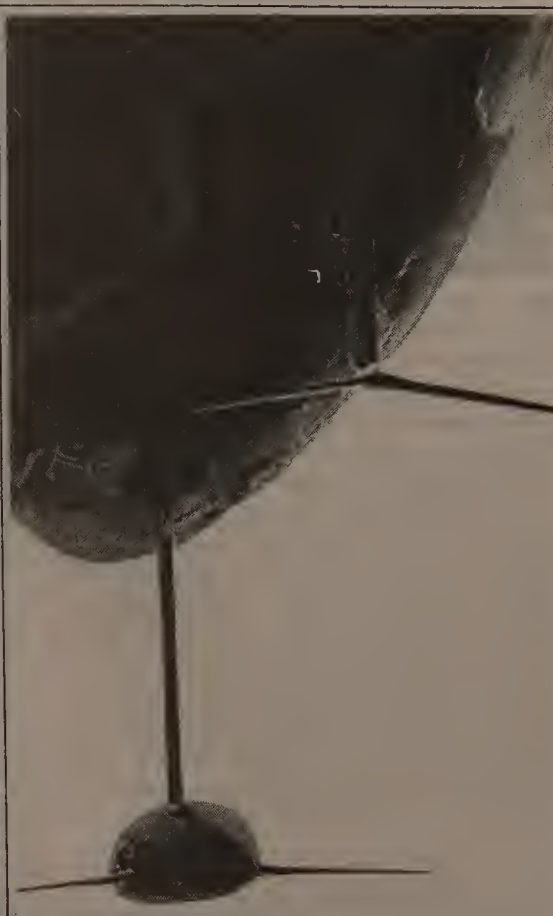
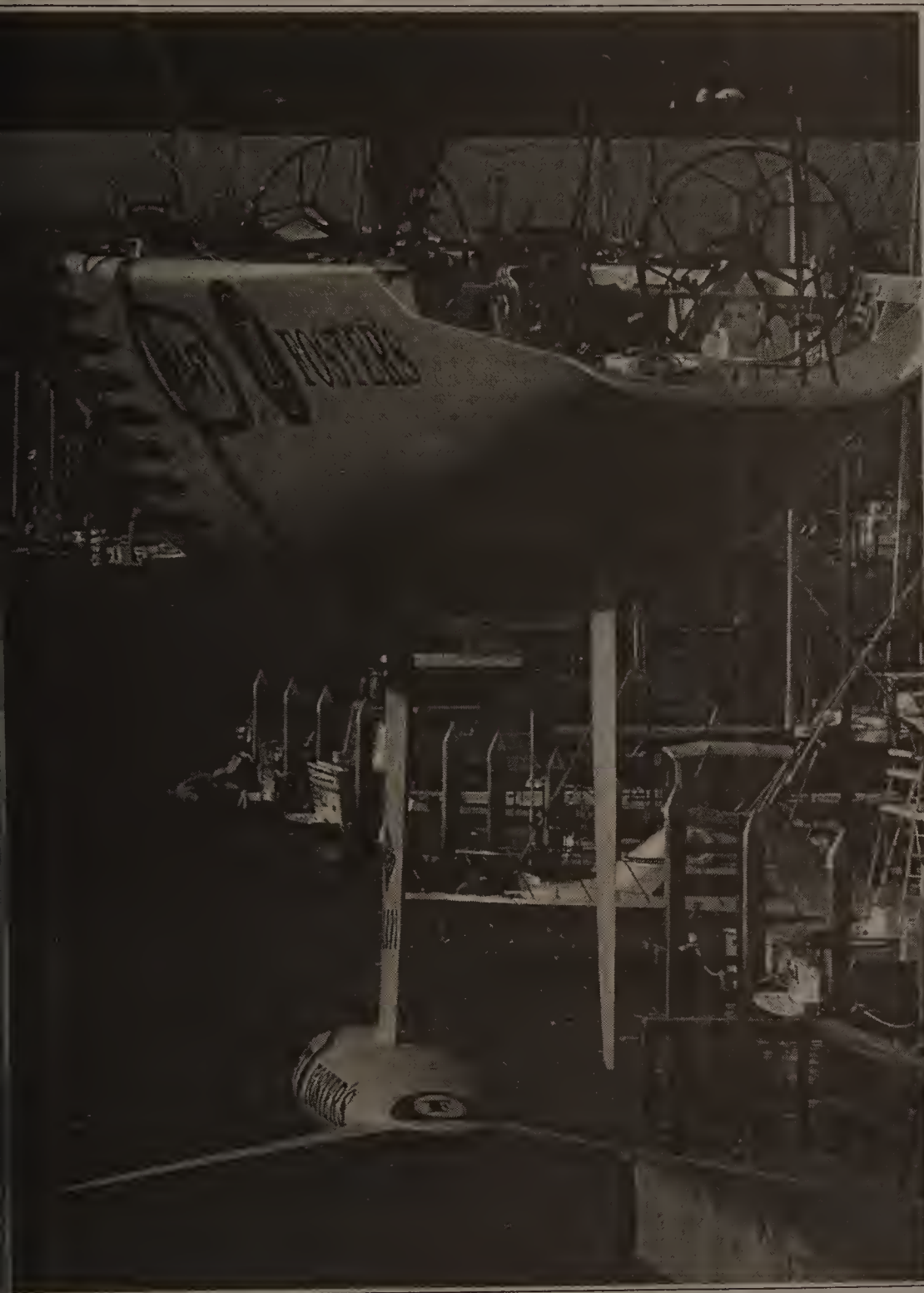
Time out!

The team owners have a meeting on the sidelines and decide the game doesn't count. Everyone will fly to Pittsburgh in the morning and play will resume there — against the

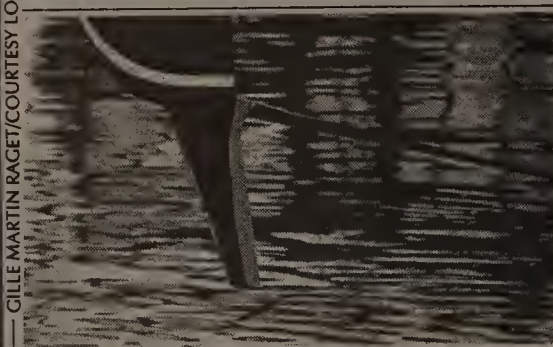
Steelers.

That's what happened at the America's Cup. On March 30, *Stars & Stripes* and *Mighty Mary* were to meet in a race that was supposed to decide who would advance to the finals with *Young America*. But before the race was even run, Bill Koch, Dennis Conner and representatives from PACT 95 hammered out a deal where all three boats would advance to the finals.

What?!



Per new rules, the shrouds came off all boats on April 9, revealing more wings, flaps, blades and fins than you'd find in a squadron of F-111s. Leftmost photos reveal the bulbs of (top to bottom) 'Team New Zealand', 'Stars & Stripes' and 'Mighty Mary'. Large photo, 'oneAustralia' — the one that didn't sink. Above, 'Young America' featured wings on both the keel and rudder. Below, rudder closeup.



DAVID J. SCHULER/PPL MEDIALINK

STUART ALEXANDER/PPL MEDIALINK

The "official" word was that the move was made to give sponsors more airtime. But the bad taste in everybody's mouth lingered on three weeks later.

We think it's important to maintain a perspective in all this. There's been a lot of talk that The Deal has "hurt" the America's Cup. We don't think so. The America's Cup has always been about rich fat cats throwing their weight and money around — although they used to at least do it with a little class.

And sailing doesn't suffer. The America's Cup bears only a fleeting relationship to 'sailing' as most of us know it.

The ones we feel for are the men and women who have given up large chunks of their lives to participate; who have trained hard, sailed hard, and worked hard to compete at this level. So please, whatever you do, and whatever you think, don't lump the troops — the crews and support teams — in with the Conners and Kochs. There are still people in San Diego with honor and integrity. They just aren't the ones who make

up the rules.

One need only review the video of *Mighty Mary's* victory over *Stars & Stripes* on March 30 to know what we're talking about. The jubilation, high fives and broad smiles were genuine. The Women's Team + Dave had overcome all the ridicule and prejudice to beat Dennis Conner, fair and square, at his own game. Or so they thought. By all rights, he should have been out, and they should have been in, advancing to the finals to duel it out with *Young America*.

Then they got back to the dock, where

AMERICA'S CUP — FINALLY!!!

they were slapped in the face with reality: the win meant next to nothing. Sorry, girls.

We can only imagine how hard it must have been not to walk out on the whole stinking thing right then and there.

Anyway, the mechanics of 'the deal' worked out exactly like the semi-finals. The top-scoring boat, once again *Young America*, carried over two 'bonus' points, *Mighty Mary* had one and *Stars & Stripes*, none. There was a further caveat that if all three boats ended up tied at 5 points apiece, S&S was out and the Cubens and PACT 95 would decide a winner in one winner-take-all race.

In the finals, Conner did what he does best — made one of the most amazing comebacks we've seen. From an atrocious 2-6 record in the semi-finals, Paul Cayard and DC drove the blue boat to a 5-2 record in the finals as we went to press.

Mighty Mary maintained a middle of the road record with 3-3 in the semis, and 3-3 in the finals as we put this one to bed. And *Young America* bombed out, going from 7-1

in the semis to 2-5 in the finals.

The off-the-water highlight of April took place on the 9th when the shrouds came off. Per new rules, boats had to drop their skirts

WHAT DO YOU THINK?

There have been a lot of rumors — a lot — that the Defender side of this America's Cup stinks to high heaven. The gist of rumors is that the syndicate heads, Defender organizations and the San Diego YC are substantially more interested in extracting as much money from sponsors and advertisers than they are in running a 'clean', honest and sportsmanlike America's Cup. We have been told repeatedly by once-supportive sailors that they hope America loses the Cup, so that the Kiwis can take it down under and give it some dignity again.

We would appreciate your written opinions on this by May 15 so we can run them in conjunction with coverage of the Cup races.

by that date and show the world what they had. As you can see elsewhere on these pages, despite all the speculation, none of

the five finalists sported the widely-rumored tandem keels. In fact, all were variations on the same theme — a strut and winged bulb. The bulb varied in shape from a stubby bulb with stubby winglets on *Stars & Stripes* to the "moustache" (another male!) wings on *Mighty Mary* to the wicked appendage and huge wings on *oneAustralia* that looked as though Darth Vader should be down there flying the thing.

Like we said, by the time you read this, you'll know a lot more about what's happening than we did when we wrote it. But at the risk of pulling one of those Truman-Dewey things, we're going to guess that Conner pulled another one out of the hat and will defend.

But if the prognosticators are right, it really won't matter who defends. It's likely to be a rout by *Team New Zealand*, 5-zip, G'day mates and see you in Auckland in '99.

Or, who knows, maybe there'll be a hostile buyout of the Cup and we won't have to worry about racing those expensive sailboats for it any more.

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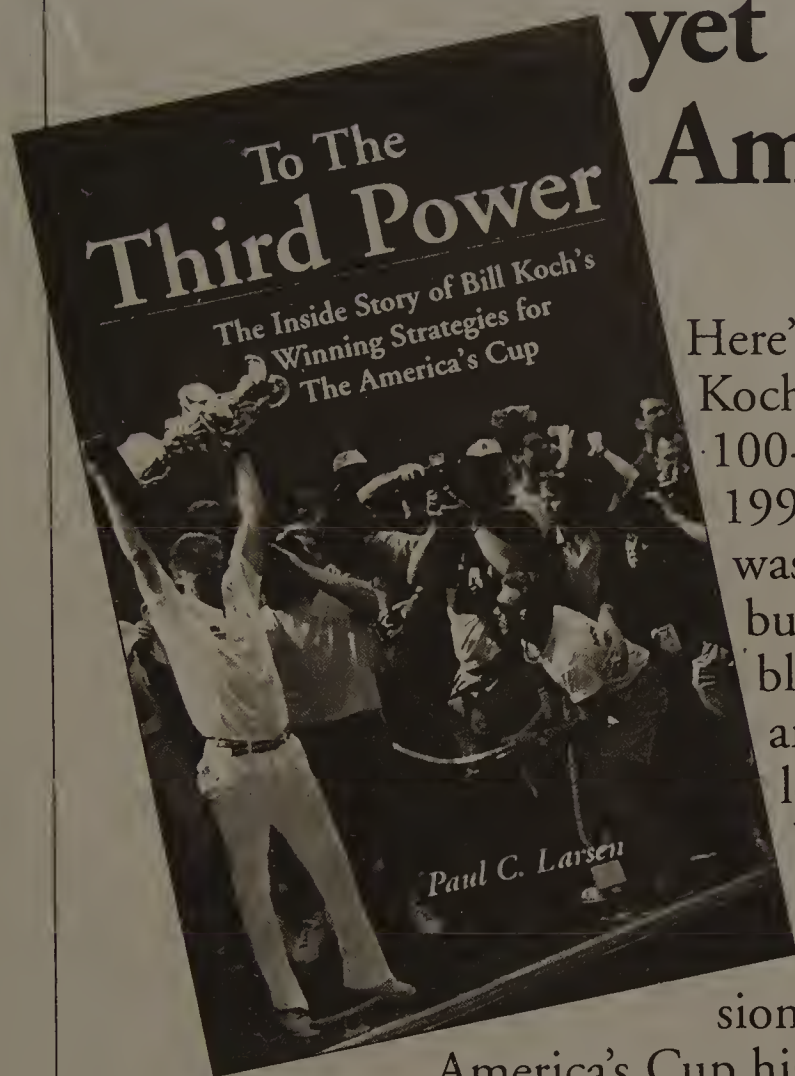
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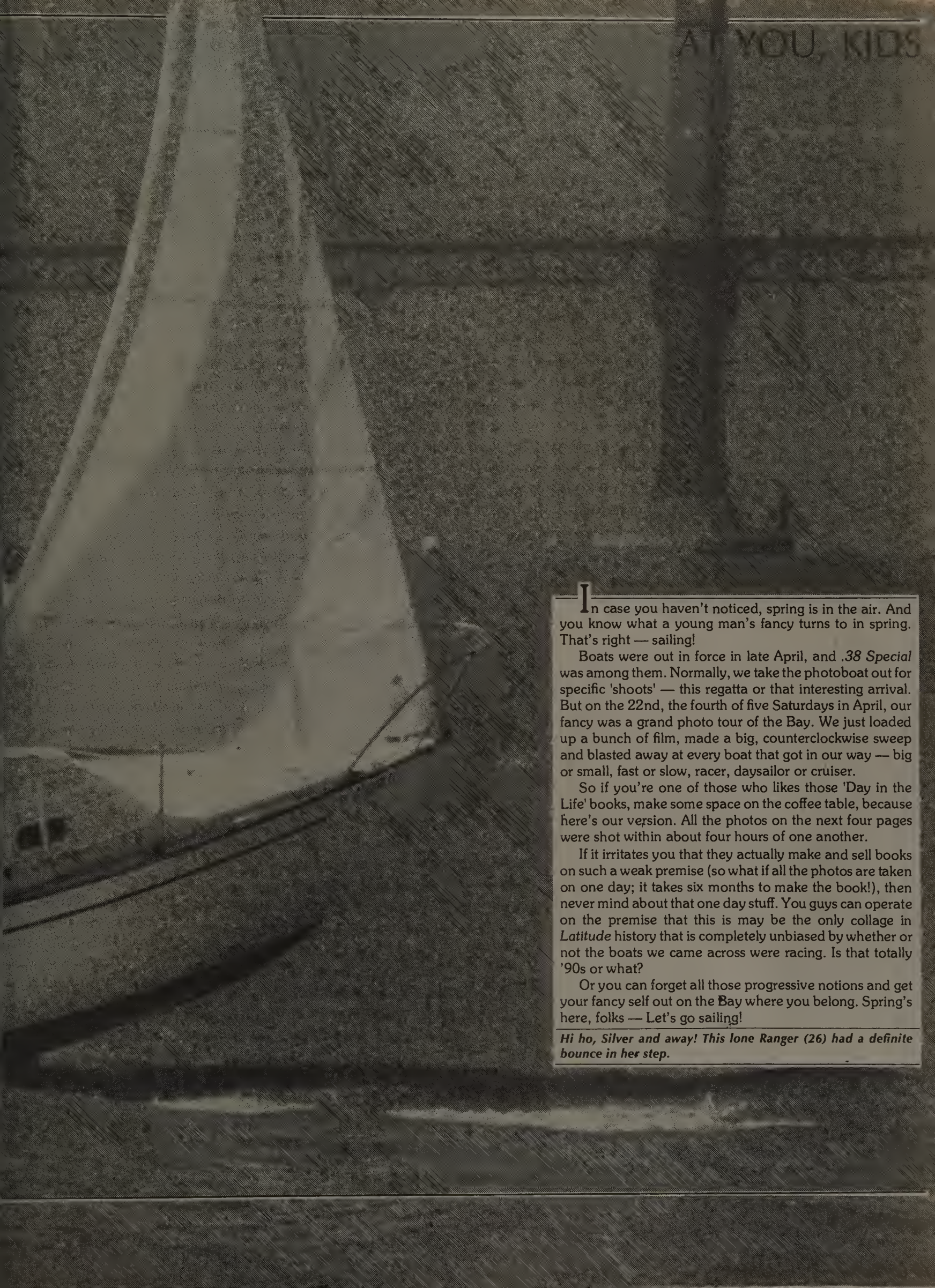
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HERE'S LOOKING





In case you haven't noticed, spring is in the air. And you know what a young man's fancy turns to in spring. That's right — sailing!

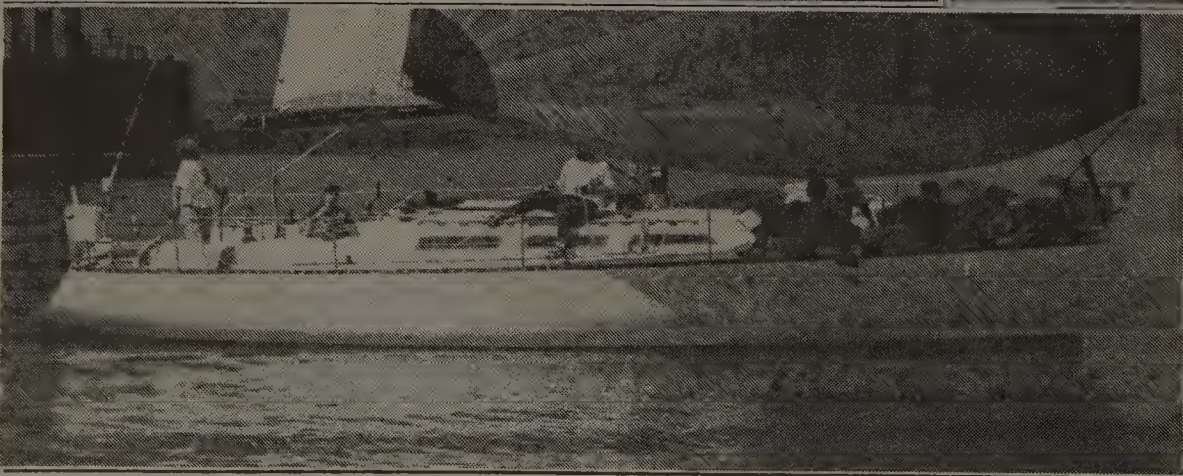
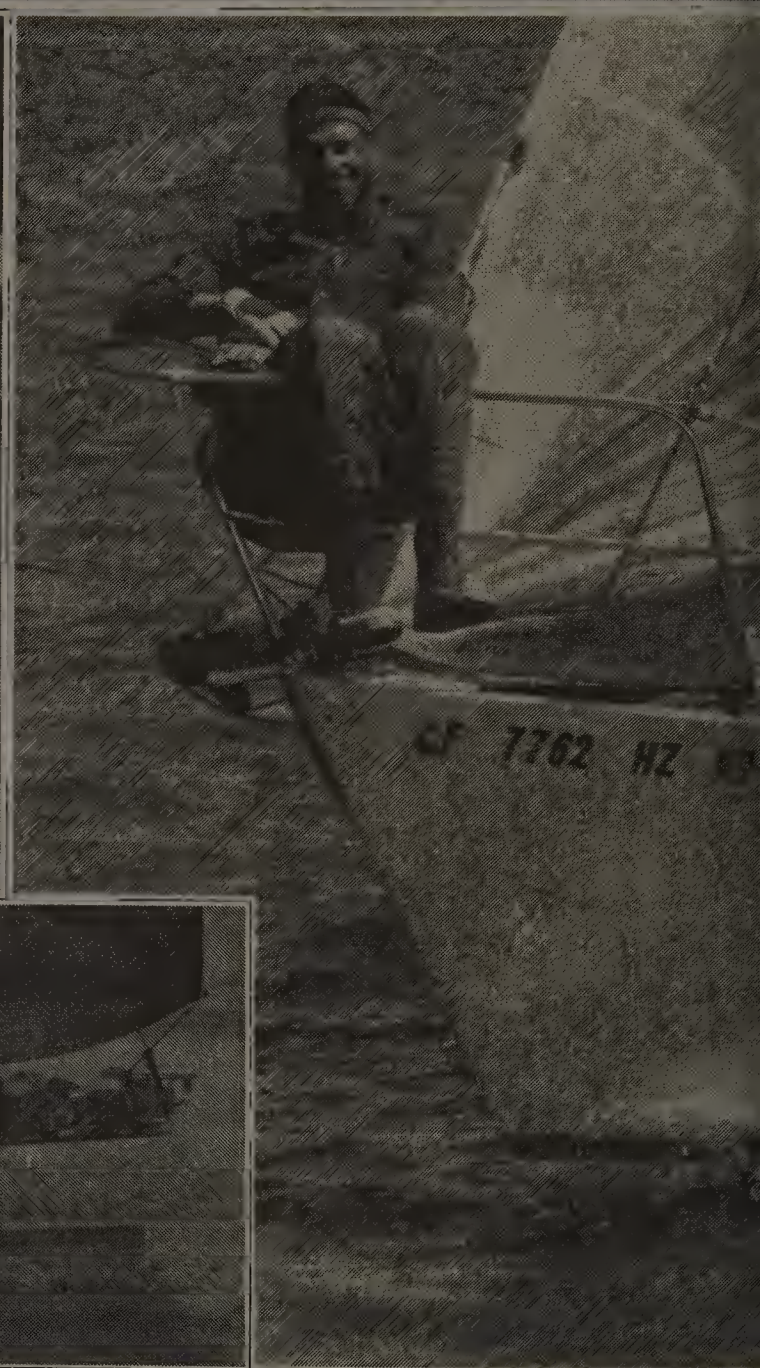
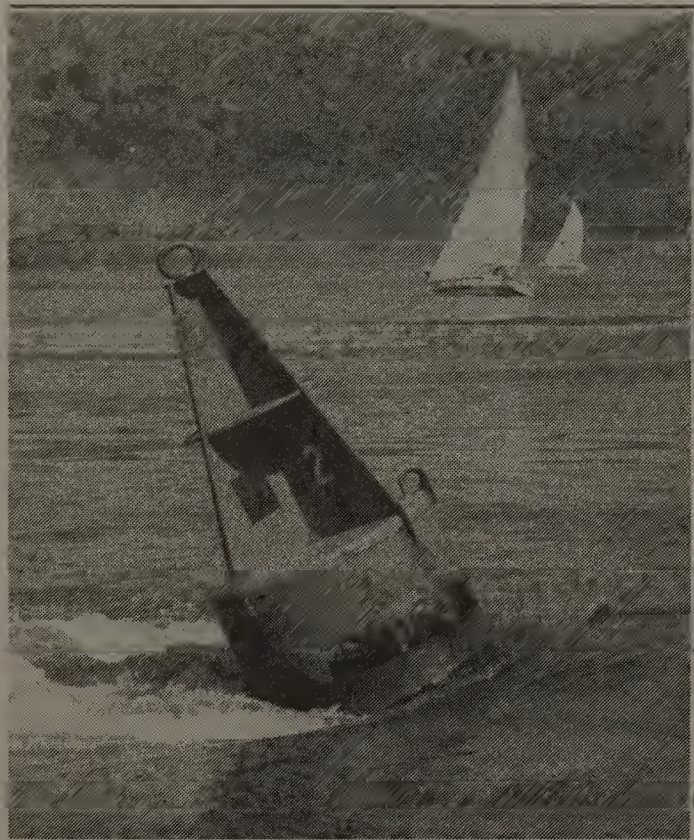
Boats were out in force in late April, and *.38 Special* was among them. Normally, we take the photoboat out for specific 'shoots' — this regatta or that interesting arrival. But on the 22nd, the fourth of five Saturdays in April, our fancy was a grand photo tour of the Bay. We just loaded up a bunch of film, made a big, counterclockwise sweep and blasted away at every boat that got in our way — big or small, fast or slow, racer, daysailor or cruiser.

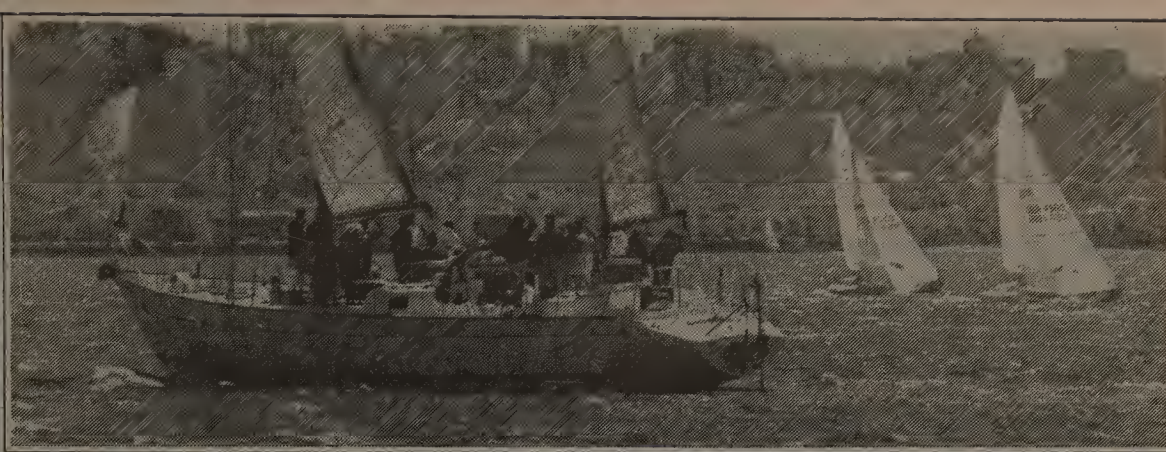
So if you're one of those who likes those 'Day in the Life' books, make some space on the coffee table, because here's our version. All the photos on the next four pages were shot within about four hours of one another.

If it irritates you that they actually make and sell books on such a weak premise (so what if all the photos are taken on one day; it takes six months to make the book!), then never mind about that one day stuff. You guys can operate on the premise that this is may be the only collage in *Latitude* history that is completely unbiased by whether or not the boats we came across were racing. Is that totally '90s or what?

Or you can forget all those progressive notions and get your fancy self out on the Bay where you belong. Spring's here, folks — Let's go sailing!

Hi ho, Silver and away! This lone Ranger (26) had a definite bounce in her step.





Some people sail for relaxation, some for excitement. Clockwise from here: exciting times at the Citibank Cup off Pier 39; J/Fest crewman takes a bow; Drake's Bay racer 'Gandy Dancer' waits out the morning calm; turbo Toros! (they're really getting a tow home after the Bullship Race was abandoned); a current affair — South Tower buoy, ebb tide; anybody who'd name a boat for a Jimi Hendrix song is okay in our book; (top) it was a day at the races for the Ocean 71 charter boat 'Second Life' — the crowd aboard was cheering on the J/Fest participants; Cal 20 encounters heavy wave action off Angel Island.



GEORGIA ON THEIR MINDS —

Almost four years ago, Jim Barton of Fairfax and Jeff Madrigali of San Anselmo were heading off for a day of waterskiing when "JimBob" brought up the idea of making an Olympic effort in the 27-foot Soling class. Barton knew of an old but still

After Curtis was eliminated, the two remaining teams sailed a best of five series. Madrigali took the first two heats, sailed in

"I like the idea of taking a big bite. I enjoy the intensity, the sacrifices and the demand for personal performance on a daily basis."

competitive boat they could get their hands on. Both sailors had dabbled successfully in Solings and other one design keelboats over the previous decade. They also had a third crewmember in mind — Chris Perkins, another friend from the Etchells 22-J/24 fleets. After a little more discussion, they agreed it was a good idea.

Six months later, the Bay Area trio, whose program consisted of one training regatta and total expenditures of \$25,000, found themselves just one race away from a free trip to Barcelona, Spain. They placed second in the fleet racing portion of the Soling trials, thanks largely to their blazing speed in light air. Unlike the other Olympic classes, the Solings also include a match racing element. Left to battle it out with our local heroes for the coveted Olympic berth

light air. The race committee then held off running another race, a move that drew protests from the leaders. Nevertheless, racing later resumed with more wind and Mahaney, who had spent \$400,000 over three years, sailed away with better boat speed and eventually won the silver medal at the Olympic Games. (Denmark's Jesper Bank took the gold.)

"We were lucky to get as far as we did," admits Madrigali, "but the Olympic Trials are set up for the guys who put in the work, not the lucky ones. If you're going to go to the Olympics, you've got to earn it."

Fast forward to the spring of 1995 and we find that Jeff and Jim, along with the new

Men at work. Madro's marauders have one Soling here and one in Europe.



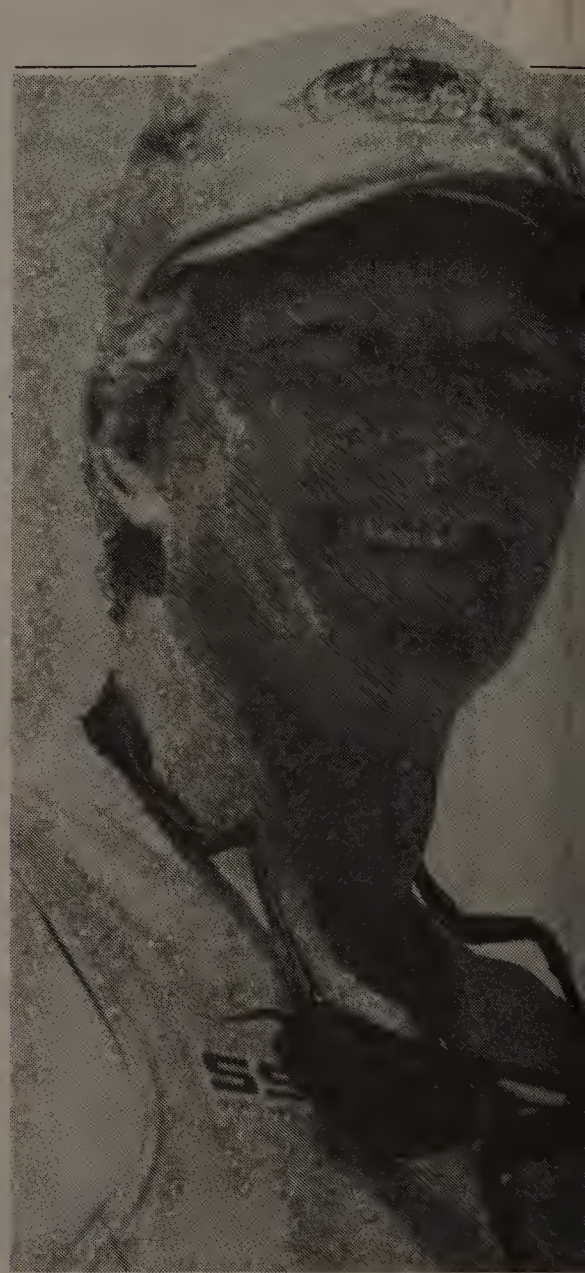
were Dave Curtis and Kevin Mahaney (currently skipper of the America's Cup yacht *Young America*).

member of the team, Mill Valley's Kent Massey, are definitely putting in the work. Like Mahaney before them, they'll put in

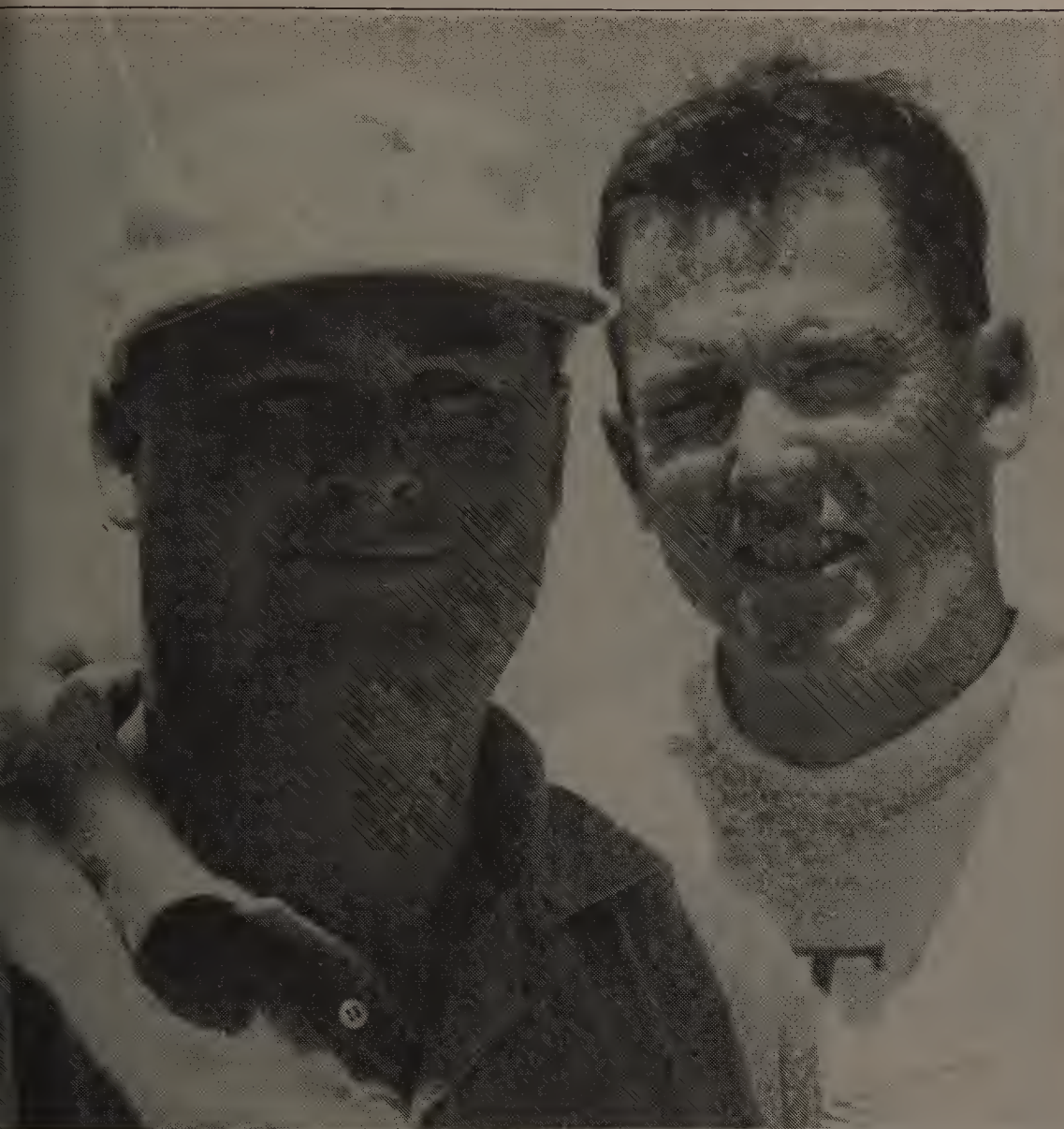
three years of campaigning and close to \$400,000 in expenditures for boats, sails, travel and other items in order to be the top contenders for the U.S. Olympic Soling berth at Savannah, Georgia, next July. "We've been paying our dues," says forward man Barton.

The trio has also reaped some rewards, including being named the U.S. Olympic Committee's Athletes of the Year for sailing in 1994. A series of top five finishes on the international Soling circuit, including a third (and top American boat) at last year's world championships earned them this honor. They're currently ranked second in the International Yacht Racing Union's world sailing rankings for the Soling class (behind Norway's Herman Horn Johannessen) and they just won the 1995 U.S. Nationals in April.

For those who've followed their sailing careers, these results aren't nearly so surprising as the fact that they're achieving such success in their late 30s (Madrigali and Barton) and early 40s (Massey). Yet, if age



MADRO, MUDCAT AND JIMBOB



Kent Massey, Jeff Madrigali and Jim Barton.

brings wisdom, then perhaps it's understandable that they first needed to tame that 'young lust' before learning how to focus, both off and on the water.

Madrigali is perhaps the best case in point. A contemporary of Laser/Finn legend John Bertrand and America's Cup hero Paul Cayard, "Madro" was considered a bit of a loose cannon in his 20s and early 30s. No one disputed his sailing talent (when Bertrand won his first Laser worlds in 1976, for example, Jeff finished fourth), but keeping his head together proved more of a challenge. "He tended to self destruct," says Steve Taft, who gave Madrigali a sales job at North Sails in 1987 with some initial reservations.

Fortunately, Jeff's maturation process accelerated around that time. He began to excel both at his job (he still works for North) and on the water. The latter included an overwhelming win at the 1992 U.S. Men's Sailing Championships (the Mallory Cup, the Soling portion of which was held here on the

Bay) and triumphs as a tactician for happy owners such as Larry Harvey (J/35 *Abba-Zaba-Jab*) and John DeLaura (SC 70 *Silver Bullet*).

The father of two young children, Jeff has gained what he calls "a perspective on the continuum of time" which among other things allows him to think about the future more. "I used to let stuff get to me out on the race course," he says. "Nowadays I'm able to let it go and get on with the program."

Unlike Madrigali, who was out racing his dad's Rhodes 19 when he was a toddler, Jim Barton came to sailing relatively late. In

title and a 6-Meter Worlds. In 1991, he became part of Kevin Mahaney's match racing crew in preparation for the 1992 Olympics and was part of Mahaney's tune-up crew at the Games in Barcelona.

Barton reveals that the success he and Jeff enjoyed at the 1992 Olympic trials resulted from some tuning they did with the late Larry Klein in San Diego. "We learned some things about tuning the rig that made us really fast in light airs," he says, "but we were pretty one-dimensional."

A part-time contractor and an expectant father, Barton now lives the modern Olympian lifestyle. His major role is working on the boats (the team has one in the U.S. and one in Europe) and driving to and from regattas. He's often away from home for a month or more at a time. "I give myself days off when I'm home and do other things," he reports. "I've always had Olympic dreams and we're really going after it." He's even turned down other gold-plated campaigns, including an offer from Mahaney to be part of his America's Cup program.

Jim realizes that the current Soling effort is unlike their low-key approach four years ago. "There wasn't much pressure on us the last time," he says, "but now we're the big spenders. Mentally we're trying not to put too much pressure on ourselves."

While confident about their boat speed and handling, Barton says their focus for the next several months will be on developing their fleet tactics and their match racing skills. In 1996, the top six finishers in the fleet racing at the trials will go on to the match race eliminations. Winning the latter will be a challenge since the field may include not only perennial rival Dave Curtis but also Jim Brady (Mahaney's silver medal crew in 1992), 1976 Soling silver medalist John Koliis and even "The Big One," Dennis Conner, who plans to pursue the Soling berth after this year's America's Cup.

The conditions and venue for the trials are a whole other concern. The Marin team sailed one regatta at Savannah, Georgia, last fall and found "big chop all the time," says Barton, "even in light air." Plus the Olympic [and probably match racing] course for Sol-

"For all three of us, our priorities are our families, our jobs and this project."

1982, he relocated from San Diego to the Bay Area and started sailing J/24s. He made up for lost time by crewing for such heavyweights as John Kostecki and Kimo Worthington. Wins included a J/24 North American

ings is way out on Wassaw Sound and it takes a long time to get out there — which removes it from shoreside spectating as featured in Barcelona. The only thing that makes that sound good is the alternative:

GEORGIA ON THEIR MINDS —

holding the match racing portion of the eliminations in 6 knots of current on the river near downtown Savannah.

Barton adds that the experimentation with trapezoidal courses, where two fleets share a course with parallel windward-lee-ward tracks, hasn't gone well so far. The Soling fleet, in fact, has officially protested the trapezoidal version, which requires a great deal of time to reorient to changing wind direction and hence a lot of down time between races.)

For Kent Massey, the opportunity to do a full-fledged Olympic campaign stirred something deep. "I like the idea of taking a big bite," draws the native of Cushing, Oklahoma. "I enjoy the intensity, the sacrifices and the demand for personal performance on a daily basis."

Although he had a 15-ft Snipe as a kid, Massey didn't race a sailboat until 1978 when a friend bought a J/24 and invited him to crew. They competed on the southwestern circuit against sailors like John Kolius and Mallory Cup winner Bruce Golison. A trip to San Francisco for the North Americans convinced "Mudcat," as Massey was known, to relocate. He soon got involved in big boat sailing, crewing on Clay Bernard's Davidson 50 *Great Fun* during wins at the Kenwood Cup in Hawaii and the Bay's Big Boat Series, and Randy Short's Reichel/Pugh 43 *Sidewinder* when the blue sloop went to the Admiral's Cup in England.

Perhaps his greatest misadventure in big boats was chartering the Peterson 40 *Leading Lady* for the 1981 Southern Ocean Racing Circuit. At that point, the *Lady* was in her prime and Massey assembled a hot crew for his assault on the Deep South. However, as the trailered boat pulled out of Sausalito, the driver wrapped the mast around a very stout pole. "It was one of those middle of the night phone calls that never bring good news," Kent recalls. The boat — and a new mast — made it to the races but failed to score well.

During the late 1980s, Massey devoted considerable time to one design keelboat racing in Etchells 22s and more J/24s. He also filled in at times during John Kosteck's three year Olympic training program in the Soling, which culminated in a silver medal at the '88 games.

Originally schooled in the oil and gas business, Massey decided to broaden his business expertise. He moved back east in 1987 to get his MBA from Georgetown University. From there he took over as chairman of the board of an employee benefits company in Arizona. After four years that

OTHER BAY AREA OLYMPIC CONTENDERS

If you're thinking about mounting your own Olympic campaign, don't procrastinate. With a year to go before the American trials, there are more than a few local sailors who, like Madrigali, Massey and Barton, have long been hard at work.

Before looking at who those sailors are, however, we should mention a few things about the Olympic venue in Savannah. According to John McIntosh, who'll be running the sailing portion of the Games from July 21 to August 2, everything "is moving straight ahead." We suspect this reflects the official, optimistic viewpoint and may or may not reflect reality. (There have been reports, for example, that the head of the International Yacht Racing Union advocates moving the whole sailing portion of the Games to Miami.)

Although the distance between the Olympic marina in downtown Savannah is 7½ miles from the closest of the two Olympic sailing areas — the other area is 11½ miles away — McIntosh says the tow time to the race course is actually less than it was in the 1988 Olympics in Korea. There are also plans to build a floating marina in Wassaw Sound, closer to the actual racing area,

to watch the races, McIntosh says you can call 404-224-1996 for information about getting tickets for rides on spectator craft.



Chris Steinfeld and Pete Melvin.

So who's from the Bay Area that plans to make a run for the Olympics? Starting with the bigger boats and working down, there's **Madrigali/Massey/Barton** in the 27-ft Soling class. In the 22-ft Star, **John Kosteck** plans to hit the Olympic trail hard again after his stint with Mahaney's *Young America* in San Diego ends this spring. **Russ Silvestri**, who went as an alternate on the U.S. team in 1988, also has a boat and a quasi-program for the Stars. "I don't think we're a big threat to anyone, though," he admits.

In the 20-ft Tornado catamaran class, **Chris Steinfeld** of Sonoma will be crewing for Southern California's Pete Melvin. The pair finished second at the last Olympic Trials and Chris won a silver medal crewing in the 470 class back in 1984. A native of Palo Alto, Chris went east in the early 1980s and returned just last year to start his own business. He and Melvin only get together to sail about four times a year, but they have so much experience it only takes them a couple of weeks together to get back to the Olympic level. "The one thing I've learned," says Chris, "is that anything can happen at the trials."

Our dark horse favorites in the Tornado are the San Francisco team of **Bill Erkelens** and **Mary Roehm**. They'd be thrilled to finish in the top five at the trials. In the



John Kosteck.

where all the boats could be parked overnight. Sailors would take water taxis back and forth to Savannah. For those who want

produced an improved balance sheet but considerably less satisfaction than he had hoped for, Massey got a call from Jeff and Jim. "They knew I was interested in getting out of my business and wanted to know if I'd consider doing an Olympic campaign," recalls Kent. "I had been negotiating with a buyer, so I called him and cashed out."

Relocating in Marin (again) with his wife and young daughter (he has another daughter who attends Cal Berkeley), Massey took on the administrative duties for the campaign. In addition to his own resources, Kent's managed to procure money from various funding organizations. The trio are, according to him, armed with enough assets

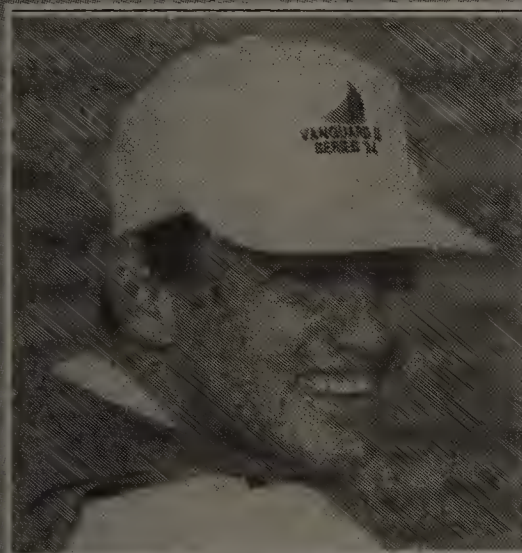
MADRO, MUDCAT AND JIMBOB

meantime, says Mary, "our sailing is improving and we're really enjoying ourselves."

In the 15-ft 470 class, newcomers (to the



U.S.) **Maria and Katherina Kuzina** are mounting a campaign for the women's division. The 19-year-old fraternal twins



Steve Bourdow.

emigrated three years ago from Russia to join the rest of their family in San Francisco. Both grew up sailing Optimist prams and Lasers in Moscow and are new to the 470. They hooked into the competitive junior sailing program at the St. Francis Yacht Club and have received some coaching from Pat Andreasen. "Right now we're concentrating on learning the technique of sailing the boat," says Maria, who handles the forward

to see them through next summer. "The biggest hump now," he says, "is just to keep going and do what we've been doing."

Over this past winter, the team sailed together once or twice a week locally and competed in a few regattas. They also worked out for strength and took their mountain bikes into the hills for aerobic

crew responsibilities.

A couple of sailors are making a run at the 15-foot Finn singlehanded class. **Dave Shelton** is a member of the U.S. Sailing team and was the second American at the 1994 World Championships in Russia. His



Katherina and Maria Kuzina. Or vice versa.

training includes lots of traveling to regattas and lots of time in the gym. "Sailing the Finn upwind is a strength contest," he says. "Offwind, there's lots of pumping and kinetics, which is more aerobic."

New to Finns is **Will Benedict**, who was the junior yachtsman of the year at the St. Francis YC in 1994. At 205 pounds, he's a bit hefty for Lasers but perfectly suited for the more rugged Finn. He hopes to make the 1996 trials but is really aiming at the Sydney (Australia) Olympics in 2000.

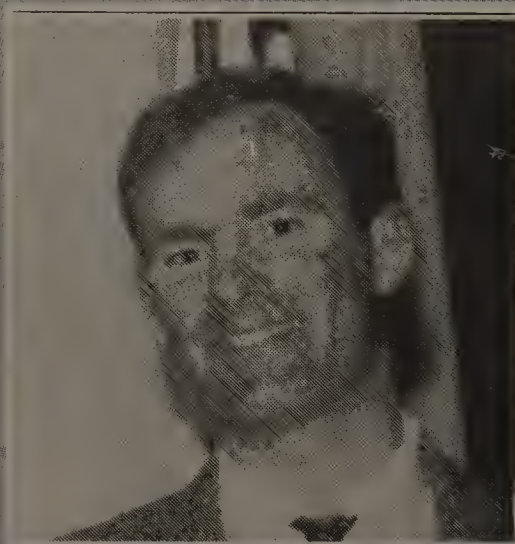


Will Benedict.

This is the first Olympics for the 14-ft Laser class, which has always had a strong fleet here on the Bay. Leading the pack both

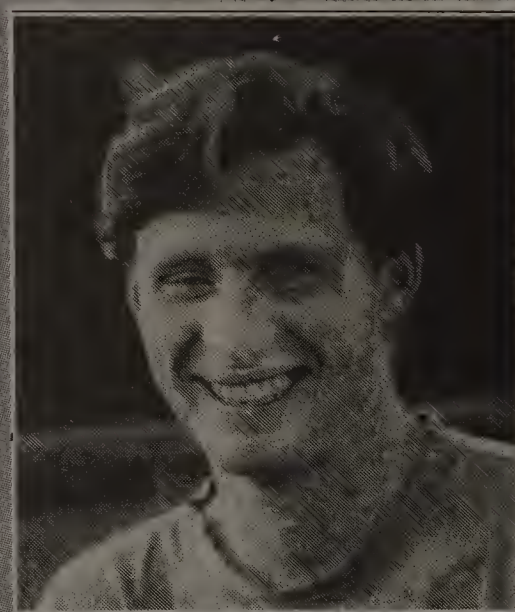
conditioning. From now through September, their schedule lists a major regatta every month, with trips to Florida, Canada, Finland and Portugal on the docket. "For all three of us," notes Massey, "our priorities are our family, our jobs and this project."

In addition to sailing and physical training, the three sailors have delved into



Patrick Andreasen.

locally and nationally is Stanford sailing coach and U.S. Sailing team member **Steve Bourdow**. He already has a silver medal



Matt McQueen.

from the 1992 Games in the Flying Dutchman class and he's earning top ten finishes in the big regional and national Laser regattas. He can't quit working to train full time, but he is being aided by Kittyhawk, Inc., the company that helped fund his 1992 effort. "It

their psyches, both individual and collective. After their third place at last year's world championships, they were "extremely disappointed," according to Kent. "We were expecting too much of ourselves. Our spirits were really down, which affected our communication and our enjoyment of the whole campaign."

GEORGIA ON THEIR MINDS



Massey contacted some prominent sports psychologists, including San Jose State's Bruce Ogilvie and the U.S. Olympic Committee's Jerry May. The trio underwent some evaluations which gave them more understanding about themselves and how they each fit into the team. Massey, for example, learned that he recovers slowly from a negative situation, which detracts

from his ability on the water to get to the next part of the race. He's learned some drills to facilitate getting his head screwed back on straight so he doesn't drag the boat down.

"Some people think this stuff is voodoo," he admits, "but these are just techniques to help us control our emotions. In each regatta, we're using these realizations about ourselves to become more efficient and professional."

OTHER CONTENDERS

really takes a load off you to have that kind of support," he says.

Other Laser hopefuls include **Pat Andreassen**, the junior program director at the St. Francis YC, who says he's been sailing the singlehanded Laser "for decades. The level of sailing hasn't changed that much, but there's lots more physical strength involved. Everyone's wearing four kilos of water weight on their shoulders, so you have to spend more time in the gym than on the water to get ready."

Nineteen-year-old **Matt McQueen** is a protege of Andreassen and an up-and-coming Laser sailor. He placed ninth out of 41 boats at the recent Alamos Bay Olympic Classes regatta in Los Angeles and has been spending considerable time traveling to major regattas to hone his big fleet skills.

The women's singlehanded division will be sailed in the 11-ft Europe Dinghy. **Rebecca Harris** of Vacaville took some time off from her Olympic quest but has now re-entered the fray. She and New Zealander Sharon Alexander have been practicing together regularly out of Richmond. Rebecca took a credible fifth at the recent ABYC Olympic Classes event and will be hitting the road for regattas in Savannah and Canada this summer.

Finally, the 12-ft Mistral boardsailing division features one of the Bay Area's best, **Ted Huang** of Los Altos. Currently ranked #2 in the nation, Ted will be trying for the third time to win the trials and go to the Games. Ted started this venture before he had whiskers and he's now preparing for medical school. "I'll probably major in sports medicine," he says. After taking his medical college admissions test in April, he was off to Europe to compete against the class's best sailors. He's also training partners with Jeff Olson. The latter is a former University of Hawaii sailing team member who's relocated to Santa Cruz for a while and has been on the world boardsailing circuit recently.

—SUC

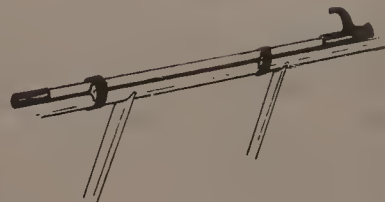
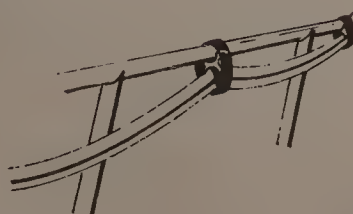
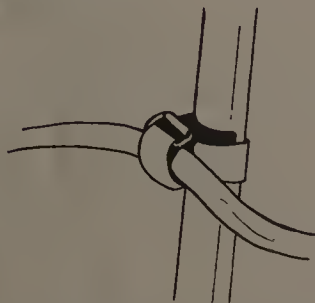
Rebecca Harris.

Kent considers this cohesion critical. "We know Dave Curtis will be fast at the trials. We know Dennis Conner will go the right way. We know John Koliuss will be in the right position. But those guys won't have a team that's worked together for the past three years. Whoever wins the trials and the Olympics will be the ones who make the fewest mistakes. We really feel we can pull off the big win."

—shimon van collie

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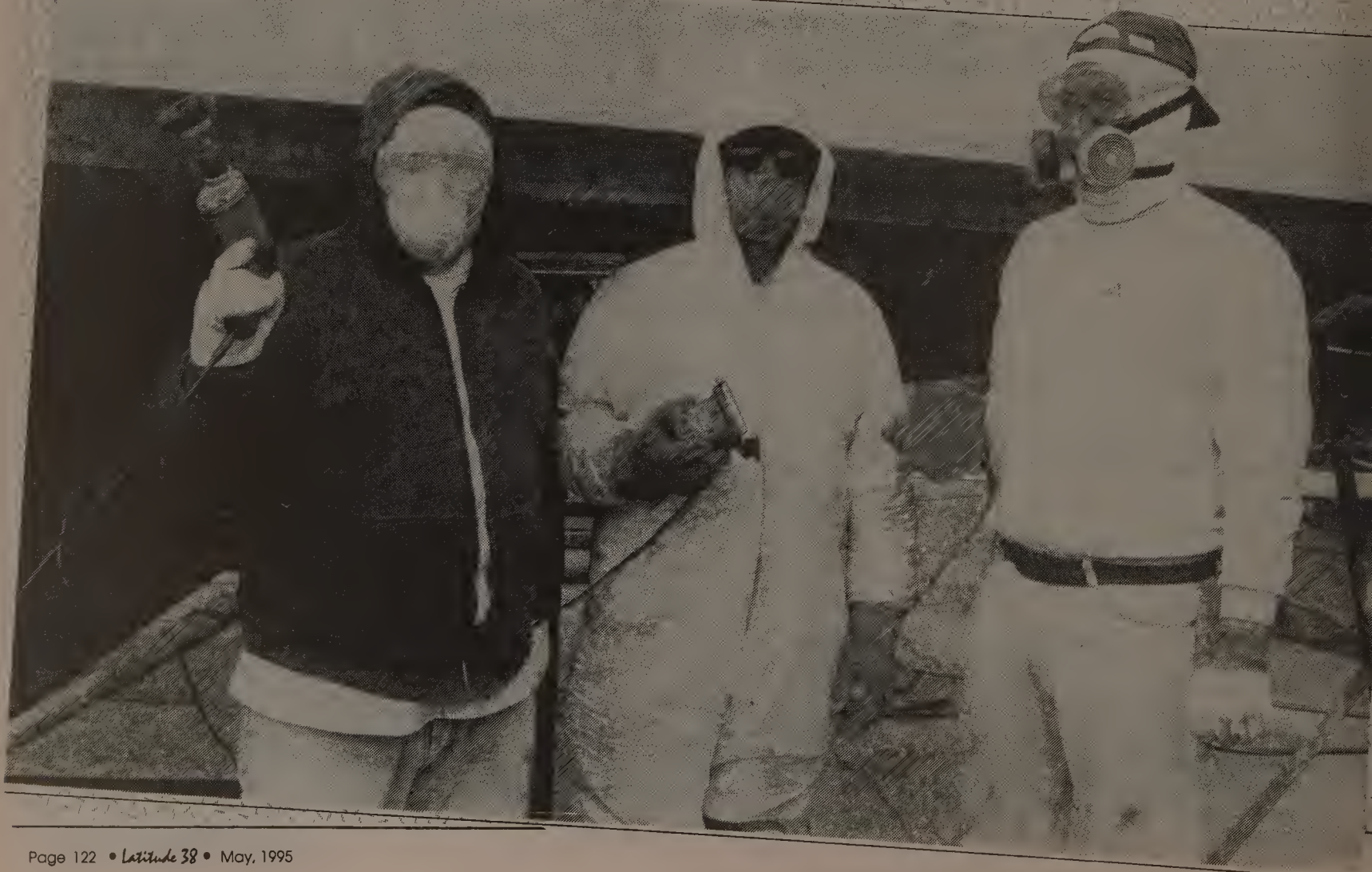
DOING THE

Last month, in an effort to forget about all that's wrong in this crazy world — O.J., Oklahoma City, Joe Montana retiring, the America's Cup travesty in San Diego — we jumped in the car and went for a drive. We decided to go hang out at some of the bigger Bay Area boatyards: In a perverse way, watching other people performing hard labor on their boats always cheers us up.

Everywhere we went that Saturday, 'spring cleaning' was going on with a vengeance. Most of the boatyards, especially the Alameda ones, were stuffed to the gills with 'Mom and Pop' teams working furiously to get their steeds ready for summer. Most were doing routine spring haulouts — 'weekend specials' that included repainting the bottom, replacing zincs, checking thru-hulls, waxing topsides, etc. But a few folks were knee-deep in bigger projects, the kind that really, really cheered us up. "The rain this winter really set us back," was a comment we heard frequently.

As usual, there was no logic as to whom we profiled in the following pages — we just gabbed with the first smiling faces we bumped into, and then got back into the car. As the day flew by, we began to feel downright chipper — actually inspired and determined to get to work on our own boat the next day. Or, maybe we'd go sailing instead, and put off our projects for another weekend. . .

Life, we concluded after our day of 'boatyard therapy', is grand — we live next to the most beautiful sailing stadium in the country, the days are longer, it's stopped raining, and Opening Day and the summer season are right around the corner. Fearful of breaking our much-improved mood, we left the radio off as we drove home.



SPRING THING



Svendsen's Boat Works (Alameda) — Liveboards John and Sylvia Parr have had their Valiant 40 Sonrisa 'on the hard' at Sven's for nearly six months. "We actually ended up getting an apartment for the winter rather than live in the boatyard," said John, a data communications network manager in Silicon Valley. "We've put a new engine in, done a lot of work to the interior and would have finished the bottom by now except for the rotten weather."

The Parrs, who previously cruised a Wacqueiz 43 for a number of years, are eagerly anticipating John's retirement. "The kids are all grown up and don't need us anymore," they said. "We're heading south this September, which is why we're putting all this effort into the boat."

Their white cat Nube, one of two onboard (the other was camera-shy), will naturally sail with them. "He's pretty cool," claimed Sylvia. "We don't ever worry about him running away or falling over — in fact, he absolutely hates getting off the boat!"

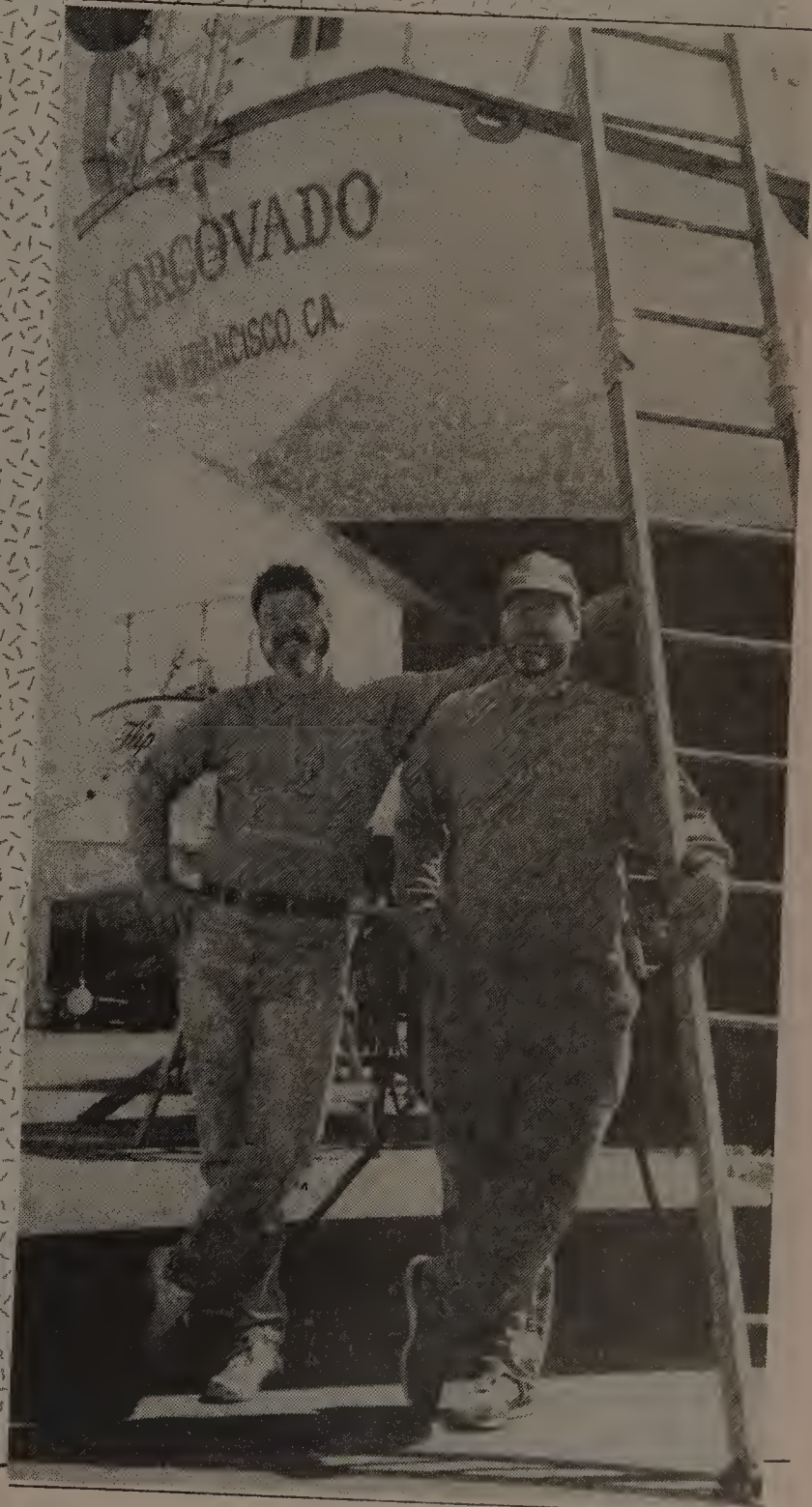
Sanford-Wood (Richmond) — We thought boatowner Bob Harris (left) looked familiar, and sure enough — he used to manage the Sausalito West Marine store in the 'old days'. Along with friend Ralph Greenwood, Bob was busy fixing up his 1980 Cabo Rico 38 *Corcovado* (named after the concrete statue of Christ in Rio de Janeiro, as well as a popular Brazilian song) when we bumped into him again. "Ralph and I met years ago when we both kept boats in Loch Lomond," explained Bob, who now manages a home improvement warehouse in Santa Rosa. "We trade off sailing and working on each other's boats."

Chores for the bearded buddies this particular weekend included putting in a new speedo, an epoxy bottom, a new sheer stripe, waxing, varnishing and who knows what else. "We're heavily into spring clean-up mode," enthused Bob, who harbors not-so-secret fantasies about sailing off into the sunset someday. In '85, he cruised to Cabo and back singlehandedly on *Corcovado*, and he's ready to split again "when the time is right". Ralph, unfortunately, doesn't fit into his cruising plans: "Frankly, I'd prefer to go sailing with an 18-year-old blonde nymphomaniac," confessed Bob. "Hey, do you know any?"

Berkeley Marine Center (Berkeley) — "Your weapons are useless against us, earthling — put down that camera and notebook," these guys seem to be saying. "Resistance is futile."

The 'spacemen' turned out to be Bob Pfisterer of Mountain View (center) and his buddies Dennis Atter (left) and Gil Strand (right). Covered with toxic spooze, the well-dressed trio barely looked up from their mission of sanding the bottom paint off *Myth*, Pfisterer's 1973 Catalina 27. "Latitude what?" asked one of Bob's helpers. "You want our picture for what? You're joking, right?"

"We all know each other from work," explained Bob, an electronics technician who's owned *Myth*, his first boat, for four years. "They're just getting into sailing — I'm teaching them, and in return they help me work on the boat. We're doing some standard maintenance this weekend, mainly redoing the bottom. It's dirty, disgusting work — I enjoy everything about the sport except what we're doing right now!"



DOING THE

Bay Ship & Yacht (Richmond) — Lisa and Bill Novak, along with kids Stephanie, 9, and Hans, 11, were hard at work on their Great Dane 28 *Grand Illusion* when we stopped to chat with them. "Us, in *Latitude*?" grinned Bill. "I've always wanted to see the boat in the 'looking good' shot, but this is the next best thing!"

The Novaks live in Winters (near Sacramento) and use their 1969 Danish-built boat as a weekend cruiser out of Emeryville. "We bought her four years ago, and have been fixing her up ever since," explained Bill, who was taking vacation time from his trucking company job to work on the boat. "This year, we're repainting the entire boat — mast, deck, topsides and bottom. We're do-it-yourselfers out of necessity, not choice — and we're having a lot of fun learning as we go. Everything we know about restoring old boats comes from this book — Don Casey's *This Old Boat*. It's our bible — I recommend it highly!"

The family looks forward to eventually venturing down the coast to Catalina, and maybe even sailing in the Hot Rally someday. A longer term goal is for Bill and Hans to do a doublehanded Pacific Cup someday. "Right now, however, both money and vacation time are getting a little scarce," confessed Bill. "But, heck, we'll be happy just sailing around the Bay again this summer!"



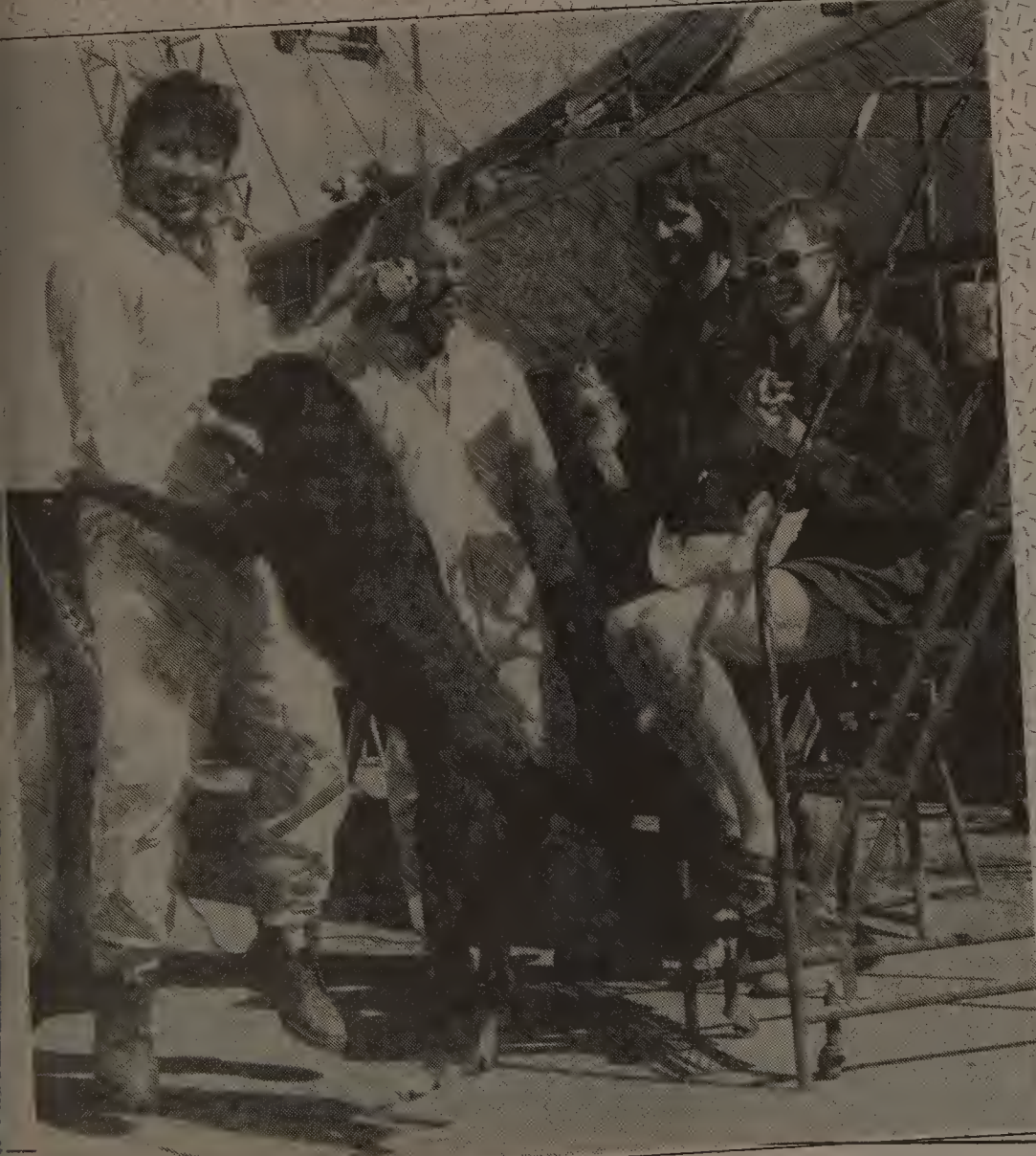
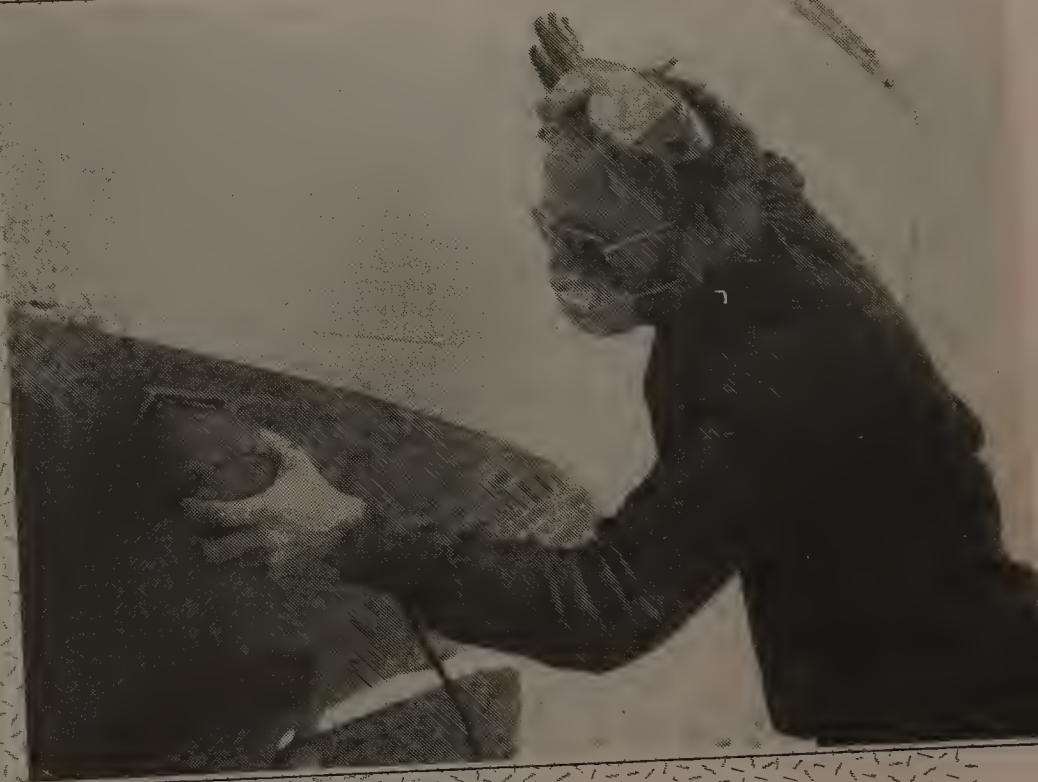
Grand Marina (Alameda) — "I practically stole this boat last October," confessed Paul Whitfield, a San Jose construction manager who moved here from San Diego 15 months ago. "It was full of dirt and pine needles, rotting at a Sausalito brokerage, when I found it!"

With the money he saved purchasing the '78 Seattle-built San Juan 30 — presently called *Charette*, but soon to be rechristened *La Tricia* after his girlfriend — Paul is 'rehabbing' the inside of the boat, adding new instruments, fixing an unruly transducer and generally getting the boat in shape to go cruising someday. "I did the Hawaii and Mexico circuits with my previous boat, a 45-foot ketch," said Paul. "Sooner or later, I'd like to take off again."

What about racing, we asked? "It interests me a lot — but only on other people's boats!" he laughed. Paul also expressed interest in learning the history of the new-to-him SJ 30, something the yacht broker was unable to provide. "Call me at (408) 227-1431 if you know anything about her," he encouraged. "By the way, maybe it's time you guys stop hazing the San Diego Harbor Police. I spent 14 years sailing down there and was never hassled once!"

ALL PHOTOS LATITUDE/ROB

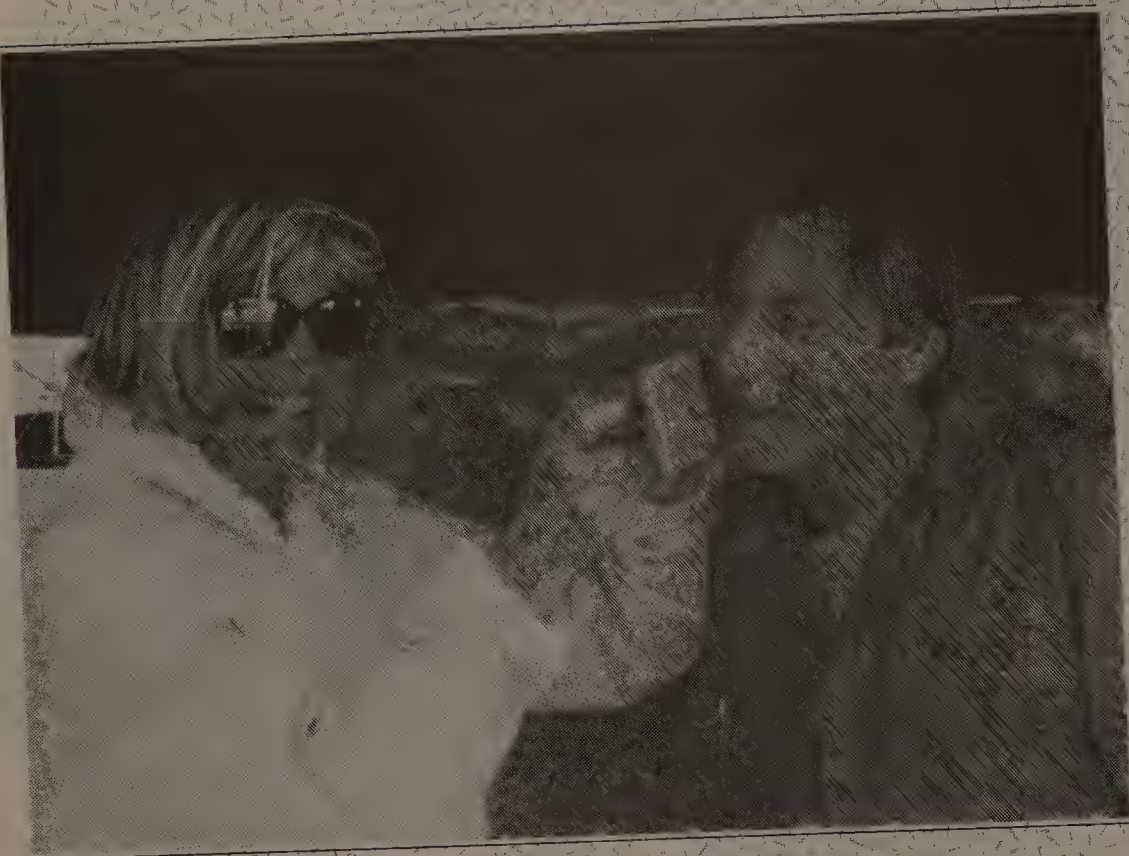
Anderson's Boat Yard (Sausalito) — "It's been three years since our last haulout, so this is a killer," admitted Victor Bird, pulling off his dust mask and safety glasses as we interrupted the work flow Easter Sunday. Covered from head to toe with a fine red dust, the Sausalito liveaboard somewhat redundantly noted he was in the midst of a final sanding of *Anticipation's* ample underbelly before the new coat of bottom paint went on. Next on the docket was going through all the thru-hulls on his Harden 45 ketch. "Pretty routine stuff," he explained, "except for my lack of help. My son was supposed to be helping me out, but as soon as the boat came out of the water last Friday, he suddenly remembered he had someplace else to go!"



San Francisco Boat Works (San Francisco) — Lunchtime! Rather than wait for a table next door at The Ramp, Adam Wheeler's *Undine* work party crew put their tools down just long enough to wolf down some Philly cheesesteaks that wife Shelley Wheeler (right) bought at a local deli. During a weeklong haulout, Adam (with beard) was doing two years of deferred maintenance to his 1937 IOD with help from a non-sailing neighbor, Tom Luby (background), and main crewmember Chuck Hawley (left). Felix the Dog, who was turning blue as the gang sanded off *Undine's* old bottom paint, was performing dog tricks, most of which involved trying to get a bite of Chuck's cheesesteak. The Wheelers' 10-month-old son Ernest missed the photo opp — he was asleep in the car, oblivious to the swirl of activity around him.

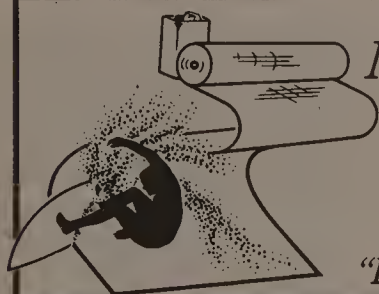
"We were second overall last year, so we've got to try harder," said Wheeler, a building automation consultant in 'real life' and the vice chairman of the local IOD group on weekends. "Hopefully, this will be our summer!" Turning philosophical, he continued, "I love these boats. They're beautiful and they're perfectly balanced to sail. The international class is wonderful — it would be nice if the local fleet was as friendly! . . . Building IODs is a lost art — other than as a museum piece, why would anyone ever make another one? Having an IOD is therefore both a privilege and a responsibility."

SPRING THING



Nelson's Marine (Alameda) — "I didn't shave this morning," laughed Jim Graham, who along with wife Elin was hard at work grinding down the keel of their 14-year-old Santana 35 *Swell Dancer*. Janicke, their 10-year-old daughter, was up inside the boat, presumably cleaning the interior. "We're completely refairing the keel and rudder," explained Jim, a busy national sales manager for a magazine publisher. "The boat's been out of the water two months, mainly because I keep having to go off on business trips. This is a big, messy hassle — but it should pay off this summer!"

Graham has owned the Tuna 35 from the beginning, making him the fleet's 'elder statesman'. "I took the last few seasons off," said Jim, a past two-time fleet champion. "But we're putting together a serious effort this summer — somebody's got to knock off the yellow boat!" *Swell Dancer* will be back in the water by May 13, in time for their first class race.



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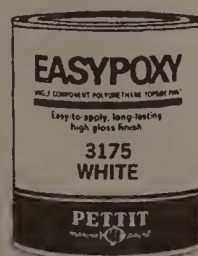


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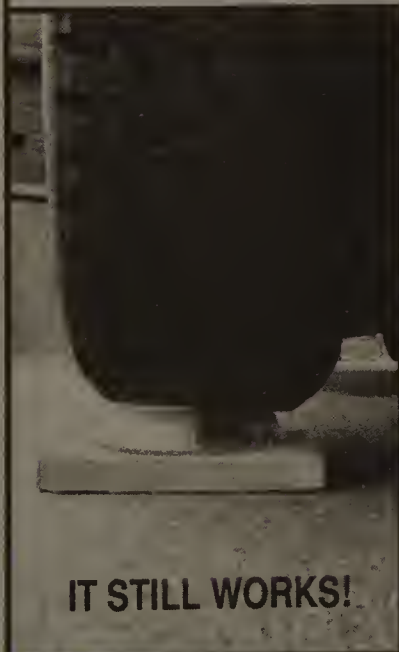
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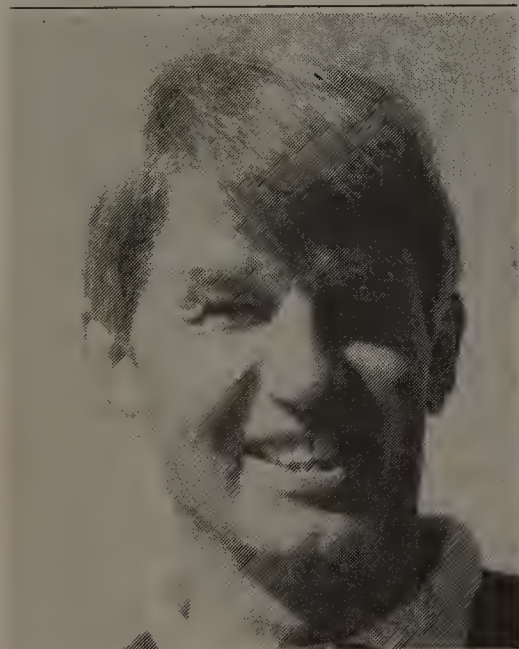
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LEGENDS OF THE FALL —

Most accidents occur within 25 miles of home. How many times have we all heard that one? Unfortunately, one well-known local sailor proved it doesn't apply just to

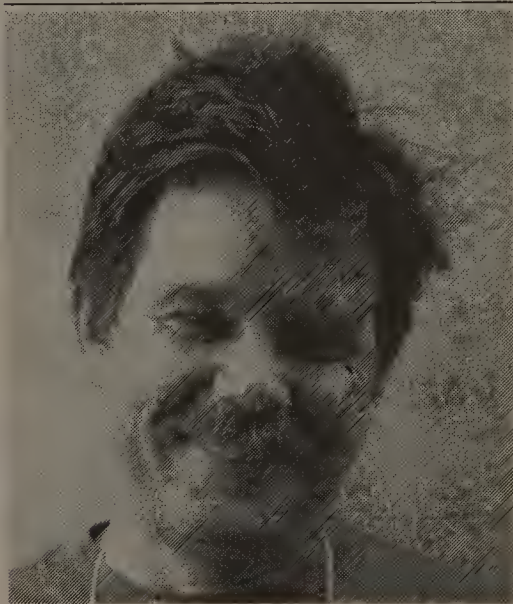


Peter Hogg.

cars. On April 8, on the homebound leg of the Doublehanded Farallones Race, Peter Hogg's 40-ft trimaran Aotea was hit by a squall and capsized. This is the same boat in which Peter recorded solo record runs to Japan in 1992 and Hawaii in 1994. Both Peter and his crew, Jim Antrim (who is also the designer of the boat), were rescued in good shape. The following is Jim's firsthand account of what happened that day.

under the bridge and out into the ocean. About then, I heard one contestant call in on the radio saying, "I'm heading in — these waves are too big for me."

Past Pt. Bonita winds were about 20 knots, perhaps up to 25 at times. Nothing



Jim Antrim.

slows Aotea more than big waves, so we were doing upwind speeds of 10-13 knots, about 2-3 knots off the speeds we would expect in smoother water. We tacked up the center of the channel to avoid breaking waves on the bars, then started working our way north, anticipating the usual righthand shift. The shift never materialized. Instead,

typical tradewinds squall — a big, black cloud travelling solo with rain underneath; and though we were some distance away, we felt the effects of wind circulation around the little storm.

Having passed *Bullseye*, we were first around the Farallones and first to set a spinnaker. It's always nice to be around the unfriendly rocks and headed downwind for home, especially when you're a little chilly. The wind had moderated to 17-18 knots, and we were on a comfortable spinnaker reach straight toward Bonita with full main, jib, and spinnaker. At this time a line squall appeared off to port, the type one sees on the East Coast, with a very sharply defined wind line. It was a patch of dark water about half a mile wide, and seemingly only 50 yards deep, with an ominous black cloud overhead. The front was pushing up a long cresting wave in front of it. As the dark patch of water approached, I mentioned to Peter, "Oh, boy! Maybe we can ride this all the way to the Gate."

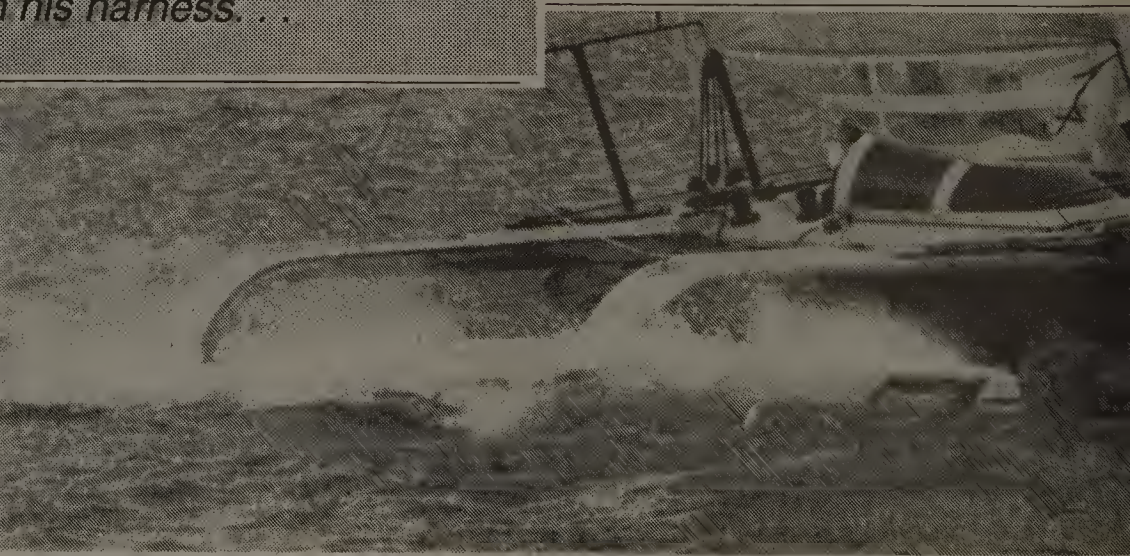
Just before the squall hit we passed an Express 37 heading upwind and exchanged a friendly wave. Peter was steering and moved off the tiller extension to get a two-handed grip on the tiller. He was on a short tether hooked at the side of the cockpit. I was sitting to leeward on the aft crossbeam holding the spinnaker sheet. I was hooked to a long tether which fastens to a padeye just forward of the house. This tether allows one to reach anywhere on the deck, and the only place you can get to the edge is at the corner of the bow nets.

The puff hit with unexpected violence just

Peter was thrown forward so hard he broke the shoulder straps on his harness. . .

Opening my seabag on the way to the starting line of the Doublehanded Farallones Race, I realized I had, for the first time in my recollection, forgotten my warm clothes. I had intended to grab my polypropylene underwear and float coat in the morning, but hadn't — so I was stuck with two T-shirts and one of Peter's sweatshirts under my foul weather gear.

Conditions for the start of the last three classes were goofy — no wind except small puffs, and flood along the shore where it shouldn't have been. But we picked our way through the mass of stalled boats and got out into the better winds and ebb tide towards the middle of the Bay. With more good calls than bad ones, Aotea led the multihull fleet



about two thirds of the way out we saw a rain squall pass over the islands and proceed off to the southeast. It had the look of a

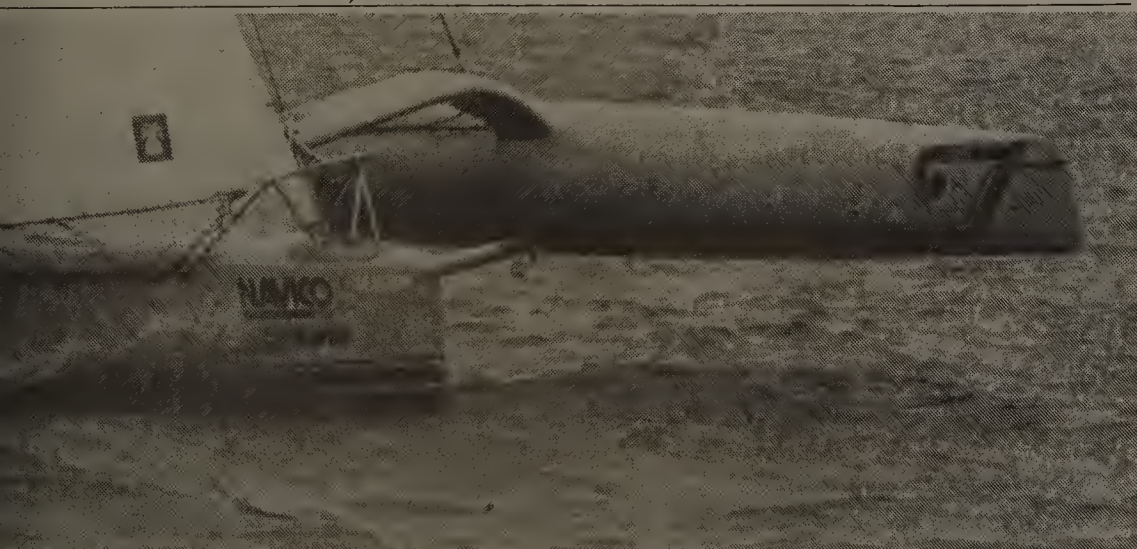
as we were on top of the cresting wave. Boats going upwind have reported 40-50 knots. We shot down the face of the wave

into a very deep trough and buried the bows. One second, I was starting to dump the spinnaker sheet, the next I'm hanging from it, face down to the tramp with arms stretched overhead. I'm still not sure of the angle of the boat at this point — somewhere between 50 and 80 degrees. There was more rope between my hands and the winch than before. Did it slip through my hands? Did my weight actually sheet the sail in? I was on the solid part of the trampoline, where there is nothing to grab onto at that angle. The release for the main sheet and jib sheet are uphill, and here I am without my crampons and ice axe.

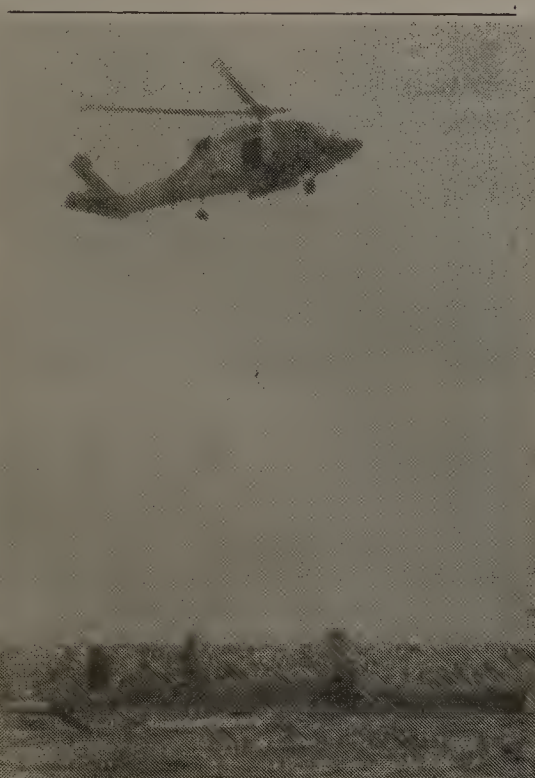
The sailor's voice in my head yelled, "Dump the sheet you stupid jerk!"; but unfortunately the self-preservation instinct won out at the expense of the boat. I was thrown forward hard enough to lose bits of flesh and have bluing fingers from my grip on the sheet. Peter was thrown forward so hard he broke the shoulder straps on his safety harness. I heard the mast hit the water behind my head, inspiring the following sequence of thoughts: "Oh, my God, we're actually going over. . . This can't be happening. . . How am I going to explain this to the TransPac committee?"

I dropped off the sheet, and as the boat slowly settled upside down I looked back under the tramp and saw Peter dangling from his safety harness like a piece of fruit on a tree as the tramp lowered down over his head. Adrenaline rush. I ducked my head around the edge of the bow net, unhooked

'Aotea', shiny side up, soon after launch in April of 1990. It's sailed some 27,000 miles since.



my tether and ran aft alongside the upturned hull shouting, "Peter!". Happily, he responded immediately from the other side



With the boat floating high and stable, the rescue was relatively uneventful.

of the hull, having unhooked himself underwater and pulled himself out from under the tramp. These three seconds were the only time in the whole episode where I remember any sensation of fear.

I grabbed the daggerboard and slithered

. . . I heard the mast hit the water behind my head. "Oh my God," I thought. "We're actually going over."

over the hull to Peter's side. How did the escape hatch get on the starboard side? How did I get to the port side? (I didn't solve this initial disorientation until the next day, when I realized that starboard and port reverse

maybe 150 yards away and still going. "No." (Reconstructing the event and estimating speed, I figure maybe only 25 seconds had elapsed since we passed them, and 15 since the puff first hit.)

Aotea is designed for survival when inverted, and all the safety systems worked fine. The boat floated level and quite high, with crossbeams and nets at water level and only a few inches of water above the side decks in the cabin. Clearly an extended survival inside would have been possible. I climbed inside to retrieve the EPIRB, the flare pack, and the survival suits, then busied myself grabbing loose gear and closing the companionway to stop the surge through the opening.

The water didn't feel particularly cold, but I was cognizant of the need to preserve body heat with my inadequate attire. Meanwhile, Peter never got cold in his wet polypro gear. One of the items I grabbed was Peter's seabag, which unfortunately had already dumped out his pants containing his wallet and the winning lottery tickets. I searched unsuccessfully for the handheld VHF in its sealed bag. It had apparently floated out; it occurred to me later that it must have still been trapped floating in the cockpit. I did find that the blankets and pillows were nice and dry. That would have been handy, had

we planned on an extended stay.

Peter stayed outside turning on the EPIRB, lighting a parachute flare, and then communicating with the boats that stood by. When outside, we stayed harnessed to the underneath jacklines. With the amas and crossbeams breaking the waves, the platform was quite stable and protected.

Mike Lingsch was on the scene quickly with the appropriately named *Alert*. He radioed in to the Coast Guard, and stood by until we were taken off. Mike Reppy and Bob Dixon on *Naia* also stood by. There were other good samaritans who I didn't see, since I spent most of the time seeking warmth in the interior. Neither of us felt cold enough to don survival suits, since they limit mobility and we knew help was nearby. After all the preparations were taken care of, I settled down on the new double berth — which used to be the underside of the cockpit — with a jar of peanuts.

A Coast Guard helicopter arrived in what seemed like half an hour, but was really

AOTEA'S LAST RIDE

about an hour and a quarter after our accident. They lowered a diver into the water, who swam over and explained the procedure. Then they lowered a basket gently into the center of the net, and I rolled in. (This is a perverse design endorsement, but multi-hulls do make excellent platforms to be rescued from.) Let me tell you though, the downwash is intense. Spray blasts you from every direction; it's hard to shield your eyes.

Once in the basket, you rocket upwards like Dorothy out of Kansas and a moment later are hanging at the door of the helicopter admiring the view. Peter was pulled up next, then the diver. One last swoop back to drop a marker in the nets, and we were on our way. The Potato Patch was solid white from the air. Unable to meet Peter's request for a drop-off at Sam's Anchor Cafe, we opted for the helicopter pad at Crissy Field. Our new buddies apologized for the quick drop-off and took off for the next rescue of the day before we could get their names.

I deal with the Coast Guard sometimes in my job. They're a likeable and competent group for the most part, but like most large organizations and all military outfits, the bureaucracy occasionally gets frustrating. But when push comes to shove, these guys on the front line are absolutely professional, competent and efficient. Four of them put themselves at risk for a couple of dumb sailors that day, and we extend our deepest gratitude.

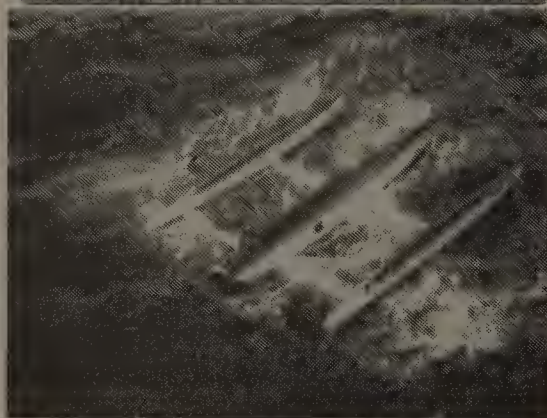
The next human we saw had a four-inch glass eye. "Hi, I'm from Channel 4 news. Can I ask you a few questions?" Sure, I'm feeling real chatty here, shivering in my foul weather gear, life jacket, and harness.

I chalk the accident up to over-confidence and underestimating the conditions. We were accustomed to the boat getting us out of trouble, confident in one another, and

surprised by the depth of the hole we fell into and the ferocity of the gust. (I figure the windspeed effectively doubled in a second or

MISSING IN ACTION

As of late April, Aotea remained missing. The boat had been spotted only once, off Piedras Blancas by a the northbound West



CAPTAIN ITSEN/TANKER SIERRA MADRE

The last known sighting of 'Aotea' on April 13. Note the (brand new) main "waving in the breeze" under the boat at left.

Coast Shipping tanker Sierra Madre. Captain Itsen took the accompanying photo. Peter hopped on a plane and flew to the coordinates, but could not relocate the boat. More than a week of subsequent aerial searches of the boat's apparent southward track had yielded nothing at presstime.

There is a \$500 reward for assistance in locating and/or retrieving Aotea, which may be somewhere off Southern California by the time you read this. Anyone spotting the boat should call Peter at (415) 332-5073(W) or (415) 383-6465(H).

two, which means sail forces quadrupled.) Moreover, we were pushing hard with all the self-assurance that comes with sailing short races in home waters.

After an accident like this, there are the inevitable hindsight. Why didn't I...? How

could I be so stupid? But I suppose if we could anticipate everything in life, there would be no accidents. You try to make more good calls than bad ones. We were well prepared. I never felt in danger. Aotea is a good boat right side up, and proved to be a good boat upside down. In hindsight, I'm about half sorry we didn't stay aboard her, fit a jury rig, and sail the raft home.

Lessons learned? Mother Nature gets nasty if you underestimate her power. When in doubt, dump the sheets all the way. Gino Morrelli offered a great suggestion of blowing the spinnaker tack line. This puff slammed us so fast though, there wasn't time to release a sheet unless it was in your hand. And even then...

Another key multihull tip — make sure your companionway can be closed from inside, keeping in mind that the companionway will be underwater and the sea will be trying to wrench the hatchboards from your grasp. Handles top and bottom near the latches would be a big help. All boats must have emergency equipment accessible, and in a place where it won't be lost or inaccessible as soon as a crisis hits. What if your owner is out of the picture? Does the crew know where everything is and how to use it?

In our case, being found was not an issue. However, seeing the boat upside down as we flew away reminded me how much harder a sailboat is to see when it's upside down. How to make it more visible is worth thinking about.

Finally, a suggestion I have never heard before. Most accidents at sea make you wet. Some dry clothes — long johns may be enough, either in a sealed bag in your personal sea bag, or a few pair kept in the boat's emergency bag — could be a great asset.

— jim antrim























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

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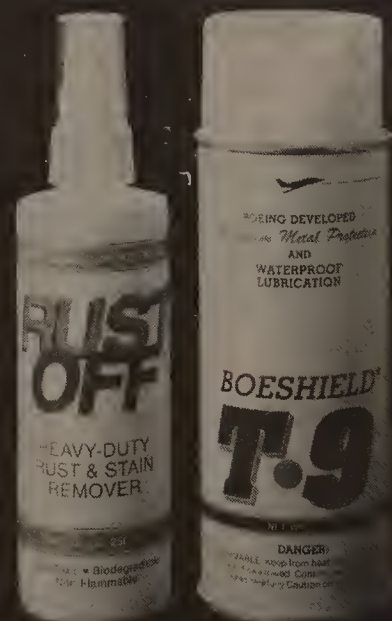
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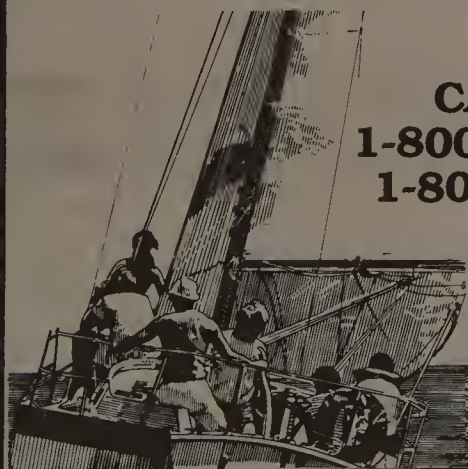
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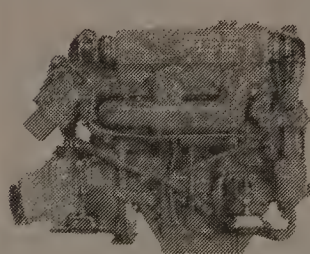
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I didn't expect to find such a large crowd in the yacht club bar on a weekday. After being forced to construct an elaborate white lie in order to get the afternoon off from work, I imagined that most of the membership would have just as much trouble springing themselves midweek for something

olds. That'll straighten him out!"

Isler and Gary Jobson must have had the same opinion of Jim's interruption, because

We were distracted by Jim Kelly asking Peter Isler to define 'overlap' with only one minute and thirty seconds before left to the gun.

as trivial as an America's Cup race. But the bar was at least half full, and everyone's eyes were glued to the new big-screen TV.

But closer inspection of this crowd revealed that there were only a few yacht club regulars among them. Centered in the prime viewing location was Lee Helm and about a dozen of her graduate-student friends. They had moved a couple of the couches in from the lounge, they had their feet up on chairs, they had bowls of popcorn, rulebooks, crew lists, and the latest keel and rudder photos at their disposal. These were serious sports fans, ready for action.

"I see you've made yourself at home," I said as I searched for the best place to put another chair.

"Hi Max," said Lee, barely looking away from the screen. "Hope you don't mind that we all signed in as your guests."

"No problem," I answered, seeing no reason to suppress a big hint of sarcasm in my voice. After all, they had just about taken over the yacht club. "Mind if I join you?"

Lee finally looked around and saw that there was almost no room for another chair with a good view, so they moved the couch a couple of inches one way and some chairs the other way to make a space. A minute later I, too, was comfortably seated, feet up, hand in the popcorn bowl, with all the statistics and a rulebook within easy reach.

Just in time, too. The last set of pre-race commercials ended, and the boats were beginning to circle each other.

The starting tactics were surprisingly conservative, considering the importance of the match. There was one close encounter, but we were distracted by Jim Kelly asking Peter Isler to define 'overlap' with only one minute and thirty seconds left to the gun.

"That's like asking for the definition of a 'down' in the middle of a football play," snorted one of Lee's friends.

"Someone has to find Jim Kelly a new gig," someone suggested.

"That guy needs to spend a couple of years in the San Diego Yacht Club junior program racing Sabots against nine-year-

they answered him with about three terse words, and then Jim was quiet for the rest of the start.

The start was even, the Kiwis on one end of the line and the defending American boat on the other end. They split immediately, gambling on opposite sides of the course on the first beat. We were treated to some excellent on-board footage and cockpit sound tracks from both boats. After a few minutes they tacked towards each other.

As they converged it was clear that the challenger had a significant advantage. One of Lee's friends, in an obviously pre-planned bit of guerilla theater, began to walk around the room passing out "See New Zealand" travel brochures.

"This might be a little premature," I said. "Seems to me that most of that gain was due to a wind shift."

"I'm willing to bet that the lead doesn't change again," said another fan. "Be interesting to see what the Royal New Zealand Yacht Squadron does with the trademarks."

"Trademarks?" I asked. "I thought all they win is that ugly cup."

"It's not nearly so simple," said Lee. "The America's Cup is trademarked. That includes, like, the shape and image of the cup itself, and any graphic image thereof. Even the words 'America's Cup' are trademarked."

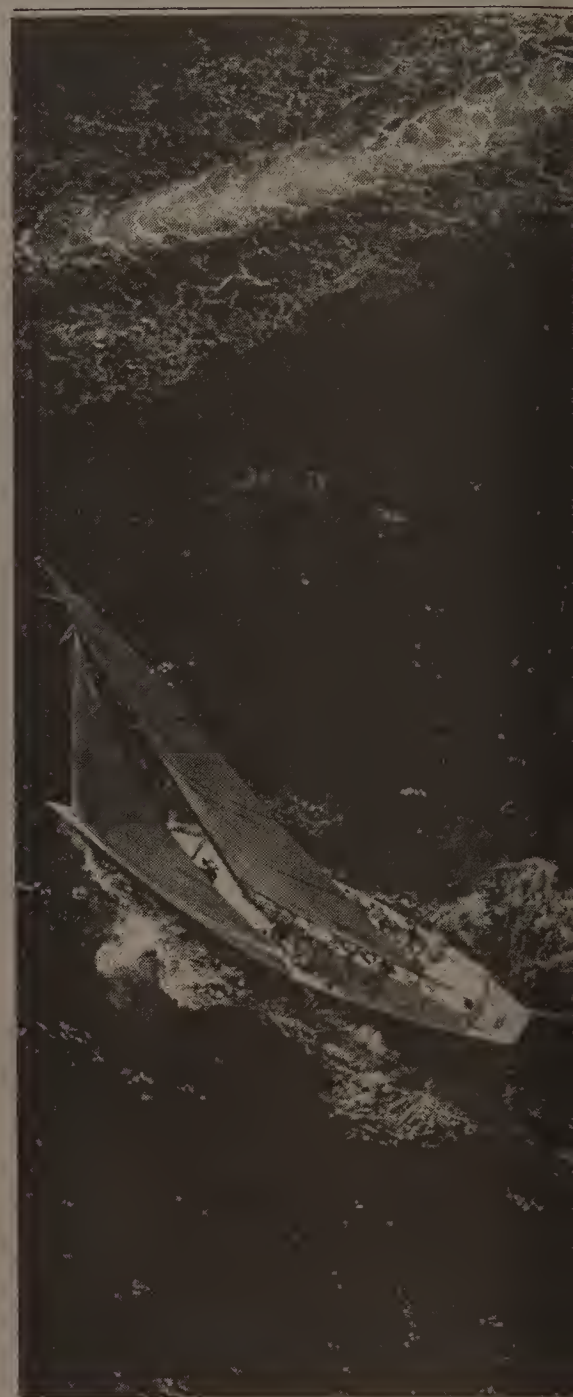
"You've got to be kidding," I said. "It's been in the public domain since 1851!"

"No, it's been privately held by a trustee, according to the deed of gift," added another yacht club member who had just found his way in.

"You mean they really can own the trademark to the words 'America's Cup'?"

"For sure," said Lee. "There's a company called 'America's Cup Properties, Inc.' that owns these trademarks, and they can keep any other entity from using that name and image."

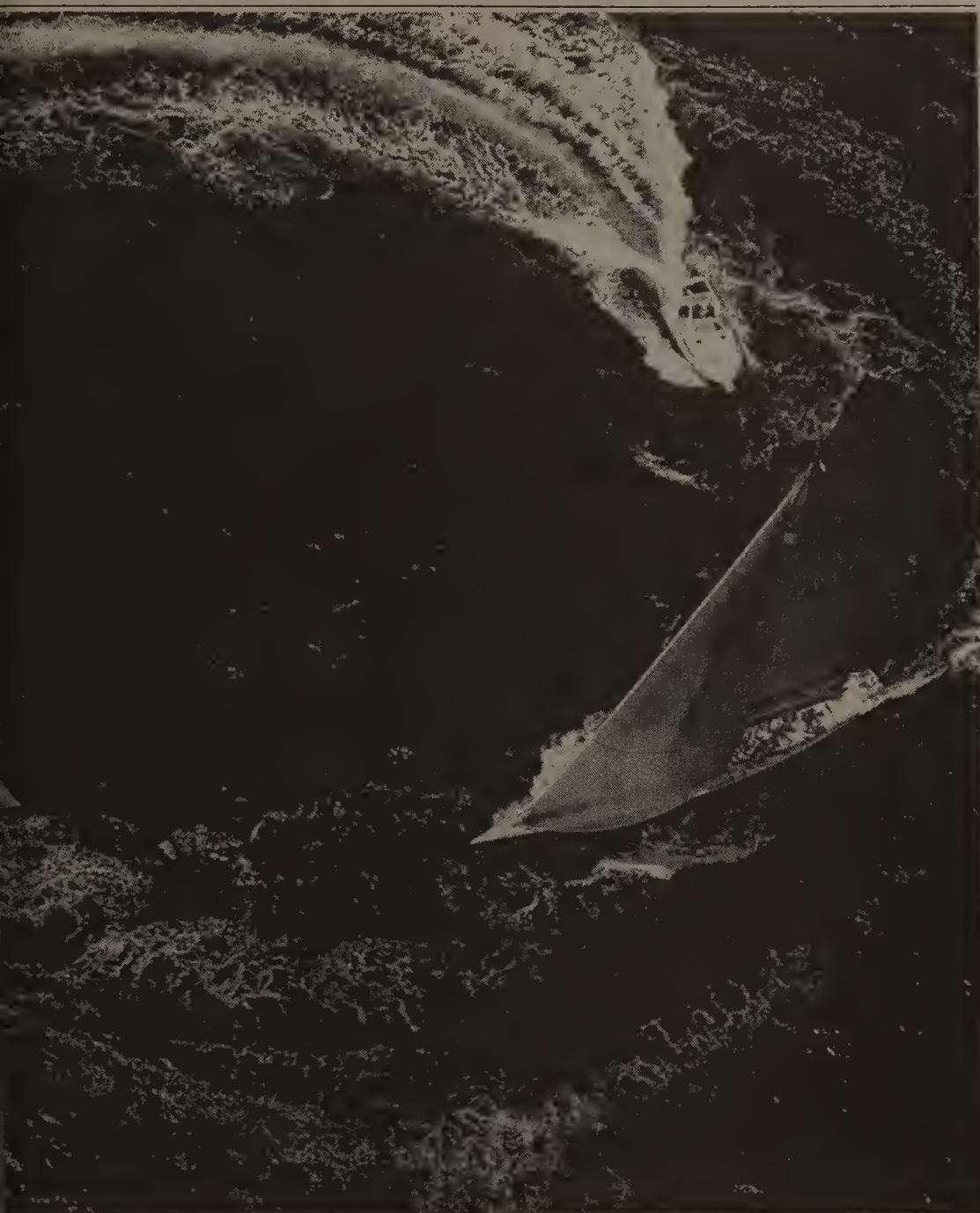
"That's outrageous," I said.



"Rectal-cranial inversion," muttered one of Lee's friends.

"Has it actually been a problem?" asked another yacht club member. "After all, you don't want every yacht club in the world calling their regatta the 'America's Cup'."

"It's been a problem on the internet," answered one of Lee's friends. "The whole online culture has this 'information wants to be free' ethic. So when this big PR company bought the license to distribute America's Cup info electronically, and then when the press releases started to get picked up and redistributed by other e-mail lists and bulletin boards, large and small, this big PR firm started to bully and threaten. Kinda like someone who thought they had just bought the Brooklyn Bridge trying to collect tolls. Except they were more effective, and may



'OneAustralia' (left) on the way to the only on-the-water victory over 'Black Magic I'.

have scared away a bunch of people who were ready to give the event a lot of valuable support. The PR folks got flamed but good, of course, and they backed off on the initial confrontations. But it sure put a chill in the electronic atmosphere."

"But like, there's good news too," explained Lee. "America's Cup Properties Inc. is a corporation with one share. And this share is owned by the 'current trustee'. San Diego YC now — and Royal New Zealand Yacht Squadron in a few days at the rate they're going. The trademarks will all be in the hands of the Kiwis."

"Can't the New York Yacht Club and the Trustee's Committee still change that if they

want to?" asked the other yacht club member.

"No, the Trustee's Committee is comprised of the previous three trustees. These will be New Zealand, San Diego YC, and Royal Perth. Finally, for the first time since 1851, the New York Yacht Club will have absolutely nothing to do with it. And as

much as the Aussies and Kiwis like to have it out with each other, how would you like to be the San Diego rep at that table? No thank you!"

It was a nice thought. But up on the screen, the defender had been on the right

side of the next wind shift, and had cut the New Zealand boat's lead in half.

"This could still be a race," I suggested.

The club's doorbell rang, and Lee, after a quick glance at her watch, jumped up to open the door first. Hardly the usual procedure for a non-member to greet other visitors at the door, but the reason became clear a minute later when she returned to the bar with several large pizza boxes stacked in her arms. More than a little presumptuous for uninvited guests, and I was about to say something when Lee bought me off — along with the rest of the club members present — by announcing that there was enough for everyone. I went to the kitchen to get plates.

When I returned they were broadcasting a 'fluff piece' on some of the crew's families, and then some over-simplified definitions of common sailing terms. After all, the boats were just sailing in long straight lines.

Then more commercials, but with the sound mercifully turned off by the 'designated mute monitor' who had the remote control unit.

During the commercials I asked Lee where this 'Trustee's Committee' came from, pointing out that it's never mentioned in the Deed of Gift.

"This is all from the 'San Diego Protocol' of 1988. Everybody seemed to think that the surprise challenge from New Zealand — and the monster mono versus the cat match that followed — was something terrible and a repeat had to be avoided at all costs."

"It was a gigantic farce," added a club member. "Had to be the low point in the history of the America's Cup."

"Actually I think it was the high point," Lee contradicted. "First off, it only happened because SDYC was too greedy to accept a challenger of record right after they won it in '87, and the challenge snuck in while they were trying to figure out how to make more money off the whole deal. So it's their own fault, if it's like, anybody's fault. But it was the first A-Cup in a century where the boats were free from silly rating rules. We'll be lucky to ever see boats that are half as

"That guy needs to spend a couple of years in the San Diego YC junior program racing Sabots against nine-year-olds!"

interesting, at least to us techies, ever again."

"But the racing itself was pretty pointless," argued the club member.

"What do you call that?" Lee said, pointing to the screen in front of us, which now had a view of two boats on a run in seven

KAORO SOEHATA/PPL MEDIALINK/COURTESY LOUIS VUITTON

knots of wind, separated by a large expanse of open water. And just then the TV coverage cut to another fluff piece, which only helped make Lee's point.

"Then there was the legal wrangling," continued the club member. "All the protests, and the lawsuits, even the appeal to the New York State Supreme Court. It was utterly shameful, the way it represented the sport.



KAORO SOEHATA/PPL MEDIALINK

Should advertising be further limited on America's Cup boats?

I'm surprised it didn't kill off the America's Cup for good."

"No way," countered Lee. "If you take the

historical perspective, the America's Cup has, like, always been about controversy and lawsuits. I mean, they were fighting over the price of the America even before it was launched. Heck, I think the only reason the A-Cup is still being raced today is the fact that protests, lawsuits, and scandals insured that the story kept returning to the front page of *The New York Times* again and again for 140 years."

"You could argue," added one of Lee's friends, "that without those protests, scandals and lawsuits, the America's Cup would have been long forgotten."

"So you're saying that the '88 debacle was actually good for the Cup?"

"For sure. Great theater, amazing boats, and interesting press. Spilled a lot of front-page ink!"

We watched the interviews with trimmers from both boats, and then the sound was cut for another barrage of commercials.

"So who controls the TV rights?" I asked. "Do they go with the trademarks?"

"Interesting story there," said Lee. "San Diego YC created 'America's Cup '95' to act on behalf of the club. AC95 is really the organization that's in charge, although all the AC95 board members are SDYC members. Their budget is like, \$10 million for the three years. AC95 decides who gets licensed to sell T-shirts, who can use the logo in ads and articles, and they own the TV rights to the defender selection trials and the final match, too. CORC — that's the Challenger of Record Committee, the entity that runs the Challenger Selection Trials and represents the interests of the challengers — owns the TV rights to the challenger trials."

"So how does ESPN fit in?"

"Here's where it gets good. AC95 sold their half of the TV rights to ESPN, and then ESPN and CORC made a deal: ESPN gets all

"After some of those policy decisions that were clearly made in the interests of sponsors instead of the competitors or fans, I'm likely to avoid a product that sponsored a Cup boat."

US rights for all races, CORC gets all international rights. CORC then sells to other networks all over the world. But then, CORC had made a deal with AC95 to trade back 10% of the TV rights in return for certain concessions, such as the 'common declaration' date. But that deal went sour. In fact, the dispute over television bucks is probably

A PEEK

Adapted from the *America's Cup™ Free Press* (with permission).

Trustees Committee

Convenes intermittently, only acts by agreement to resolve certain disputes, and only when CORC and SDYC disagree. The committee consists of the current trustee (San Diego YC) plus the previous two: Royal Perth and NYYC. The Trustees Committee is constituted by the 'San Diego Protocol' that was agreed upon after the 1988 defense of the "rogue" New Zealand challenge. The Trustees Committee is where the power resides to arbitrate the most far-reaching issues.

America's Cup '95

Created by San Diego YC, the Board of Directors are all members of SDYC. AC95 is the primary event organizer.

The AC95 budget is \$10 million over three years, raised from five major sponsors (including ESPN), nine 'suppliers', and approximately 20 licensees. All pay AC95, and all negotiate individual agreements for advertising, equipment, display of logos, etc.

Race Management

Assembled by AC95 to actually run the races. Judges and the International Jury were selected from a list of IYRU judges. Each challenger had approval/veto power, and the veto power was exercised on several occasions. They won't make the class rules available; "IACC Class Rules are not avail-

what really caused all those protests in March over declarations."

"But who's actually shooting the footage?" asked one of the college students. "Are ESPN and CORC helicopters trying to shoot each

other down?"

"Another entity, ACTV, has the exclusive contract to produce the show. They feed the video to ESPN and all the other broadcasters."

The commercials were finally over, and

UNDER THE HOOD

able to public" (but CORC was happy to send out a copy).

Defense Committee

A sub-organization of AC95, only indirectly controlled by SDYC. This is the group charged with mounting a successful defense. The three defense syndicates appear underneath the Defense Committee in AC95's organizational chart. Within the Defense Committee are departments for Special Events, Community Relations, Challenger Relations, Public Relations, Sponsoring, Licensing and Merchandising.

Challenger of Record Committee

Dates back to the years when the first challenge received after the previous match would be the 'challenger of record', and it was up to that yacht club to conduct elimination trials. CORC is essentially an association of all the challenging clubs, charged with running the challenger trials. The CORC Sailing Committee is the challenger side of race management.

America's Cup Properties, Inc.:

ACPI is a company with one share of stock, and this share is owned by the current trustee of the Cup, San Diego YC. Trademarks were registered in '87 or '88. (New York YC had first registered some related trademarks in 1977.)

ACPI owns the trademark to the double-sail red, white and blue AC95 logo design, and also the trademark of the words "Ameri-

ca's Cup™ '95." They also claim ownership of the trademark to the words "America's Cup" all by themselves. Same with the image of the America's Cup™ itself: ACPI claims that they own the trademark to all graphical depictions of the cup.

ACPI in turn sells licenses to vendors who want to use the trademarks in commercial products. A company called Telemundi is the 'master licensee' in this case, and they in turn sell T-shirt rights to Winterland, etc.

Louis Vuitton Media Center

News and information are paid for by French luggage maker Louis Vuitton, who also sponsor the challenger selection trial.

TV Rights

AC95 owns rights to defender selection trials and the final match, CORC owns rights to the challenger trials.

ESPN and other broadcasters

AC95 sold rights to ESPN, and then ESPN and CORC made a deal: ESPN gets all U.S. rights for all races, CORC gets all international rights. CORC then sells to "the ESPNs of other nations."

ACTV-PPL/MediaLink

The above arrangements are for the broadcast rights — someone still has to go out and shoot the footage and produce the show. CORC put together the production collective ACTV to fill this role.

Technical Director

The Technical Director is under CORC and AC95. The Measurement Committee answers to the Technical Director, and consists of the Technical Director and two other measurers. The Technical Review Committee meets after each match to revise rules — they're currently on version 3.0.

International America's Cup Class

"The class was formed by interested owners and designers," according to the IACC Technical Advisor. IYRU is not involved at all! IACC Class is not an IYRU International Class, and the International Jury is not sanctioned by IYRU (although the judges were selected from a list of IYRU-approved judges).

Electronic publishing rights:

SAIC (Science Applications, Inc.) claims exclusive license from ACPI to distribute America's Cup news and information via the internet, world wide web, USENET, and other electronic forums. SAIC has backed off from this position when pressed. It's not known how much they paid for this 'license'. SAIC acknowledges a budget of \$100,000 for their electronic media efforts, which includes the "official" America's Cup home page at <http://www.ac96.org>.

To subscribe to the America's Cup (tm) Free Press, email "fishmeal@netcom.com or <http://www.well.com/www/pk/ACtmFP.html>".

we saw that the margin between the boats had grown even wider. With four more legs to go this was not going to be very exciting. But Lee's friends were ready with more props. One of them pulled out some charts of the Auckland Harbor area and surrounding sailing locations, and we totally ignored the screen for the next 15 minutes as we speculated about possible venues for 1999.

Finally I looked back at the TV, but they were doing a tutorial on wind shifts. "What do you think the Kiwis should change for '95?" I asked.

"It's the Trustees Committee," Lee corrected. "But that doesn't mean they can't change things, especially considering the composition of that committee. But like, if it

were up to me, I'd increase the size of the boats. Make them big enough to be useful as charter boats after the cup races, with enough hull depth to put accommodations under the cockpits, and like, set a reasonable draft limit."

"A scantling rule, too?" I asked.

"Proof testing is better," suggested

"With bigger boats, you could have a space for like, six or ten non-racers in a special 'press cockpit'. We'd have even better onboard sound and video, and onboard reporting. And room for more VIP riders.

"But bigger boats," protested one of the yacht club members, "would mean even bigger budgets. How can you justify spending

*"Finally, for the first time since 1851,
the New York Yacht Club will have nothing
to do with it."*

another college student. "Drop them in the water from a certain height, and if they fail they don't pass. A very simple way to get strong boats without cutting off innovation in structural design."

"What else?" I asked.

all those tens of millions on something so trivial, with all the problems in the world today?"

"Hey, it's nothing compared to what they pay baseball players," answered one of Lee's friends. "In the overall scheme of things,

even the America's Cup is cheap by big-league sports standards. You can't say it's any more a waste than the inflated salaries of most sports stars."

"And more important," added Lee, "the size of the boat has almost nothing to do with the cost of the campaign."

"For sure. But some of the sponsors will get burned again this year, and might not be back."

"Right," echoed one of her friends. "After

the \$10 million to run the event?" I asked.

"It could be done for a tiny fraction of that," said another student. "And there's still plenty of cash from the advertising that goes with the TV coverage. But more significantly, in four years the nature of mass media is going to change so much that hardly any of the cost numbers used this time around will be any good."

"We'll be lucky to see boats half as interesting, at least to us techies, ever again."

"Right," said her friend. "The cost is set by one thing only — the highest bidder. Things that push the cost up are sponsorship and secrecy."

"So like, if it were up to me," Lee continued, "after increasing the size of the boats by 40 feet, I'd try to back off on sponsorship by restricting on-board advertising, and continue the trend to eliminating secrecy by making all measurements public and all certificates public information."

"Hard to turn back that clock with sponsorship and advertising," I noted.

some of those policy decisions that were clearly made in the interests of the sponsors instead of the competition or the fans, I'm more likely to avoid a product that sponsored a Cup boat. What's more, the argument can be made that corporate sponsorship just ups the ante to the point where private money is no longer enough, so we're locked into more sponsorship. A stroke of the pen by the Trustee's Committee can change that."

"But then how does the race organizer, AC95, or rather, AC99 next time around, get

We broke off the debate to watch another mark rounding. I couldn't help thinking that while four years seems like a long time to a college student, it's not nearly enough time to really change the nature of broadcast media.

But we'll see — and four years will certainly be enough time to change the nature of America's Cup racing. With the Kiwis and Aussies in majority control of the Trustee's Committee, some positive changes are not only possible, but very likely.

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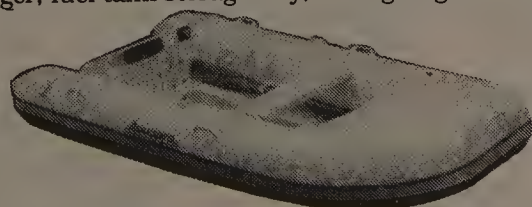


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TAHITI CUP '95:

"It is a somewhat lonely voyage, even while racing. After the first week, it is a little difficult to keep enthusiasm for the race and one has to fix it in one's mind that he must keep at it. By the end of the third week one begins to understand how Columbus and his crew must have felt when they started looking for this continent. . . . One has plenty of time on the long watches in the doldrums to figure out most anything and get nowhere."

The above passage appeared in *Pacific Motor Boat* in 1925 in an article about the inaugural San Francisco to Tahiti Race. Its author, one Bert S. Coleman, was a watch captain on *Idalia*, which finished second in the four-boat race in just under four weeks. Two other boats, *Shawnee* and *Eloise*, took even longer, while the winner — L.A. Norris's famous 107-foot Glousterman schooner *Mariner* — won the race in 20 days, 11 hours, 45 minutes.

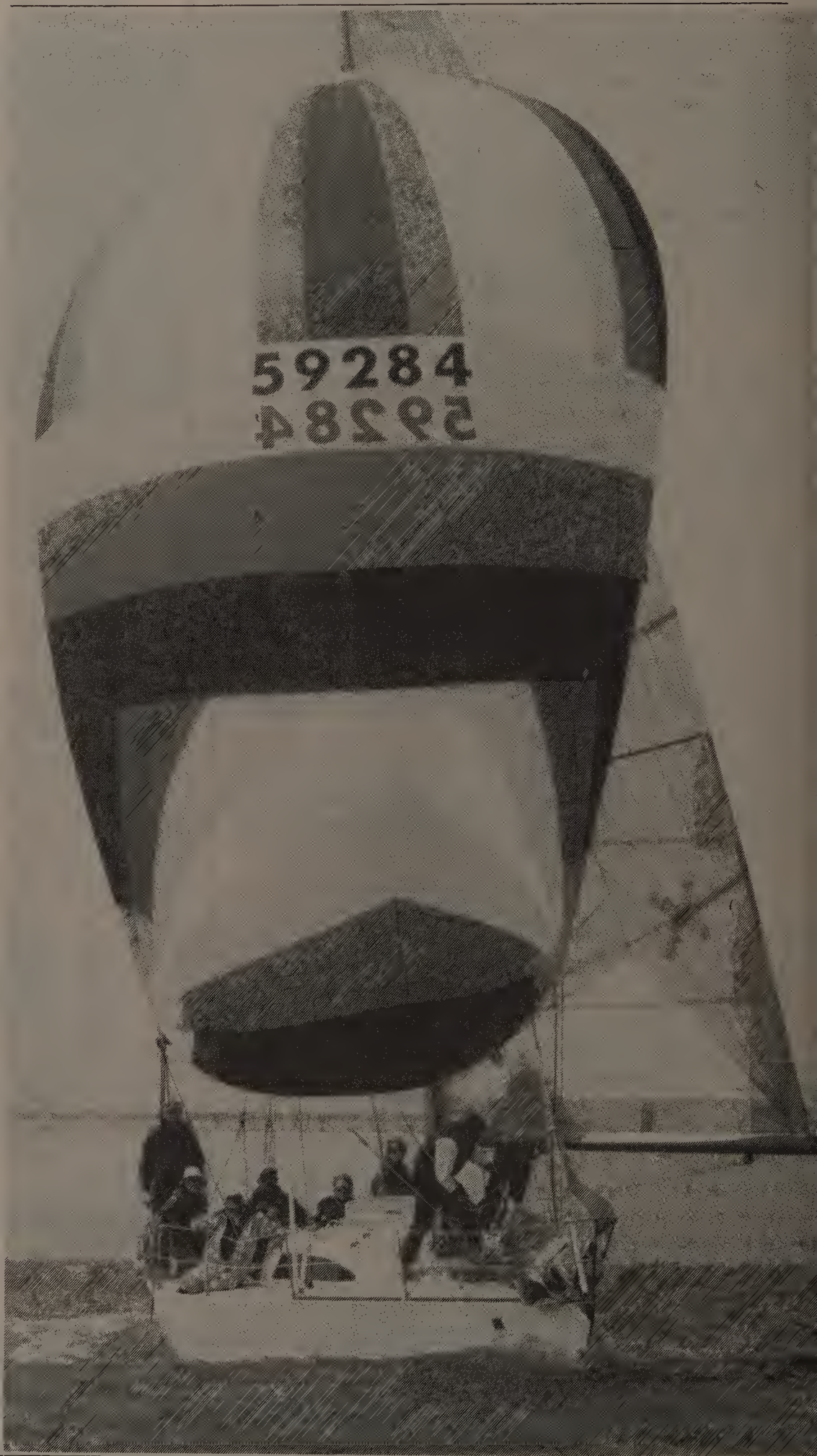
Though Papeete was undeniably a glamorous destination, the "somewhat lonely" 3,687-mile race simply took too long even back in those relatively unhurried days. The race was shelved for almost 30 years, re-emerging in 1953 as a 'second leg' after that year's TransPac. Three boats sailed that 2,381-mile course, with the 55-foot yawl *Silhouette II*, taking line honors in the torpid time of 21:01:16. Interest in the Tahiti Race was rekindled, however, and beginning in 1956, the TransPac YC ran the race more or less biennially from San Pedro in opposite years from the Honolulu Race.

Robert Johnson's 72-foot ketch *Ticonderoga* set the modern day Tahiti Race record in 1964 with a then-blistering pace of 17:07:57. The race's popularity peaked in 1970 with 14 entries, after which things went steadily downhill until it was reluctantly canceled in 1980. The culprit, we suspect, was the IOR rule: historically, Tahiti racers spend some time cruising afterwards as both a reward and a justification for the trip. But the new stripped-out machines, many of which were terrifying off the wind anyway, were ill-suited to this dual purpose. Added to the fact that Tahiti was by then easily accessible by plane, the race once again temporarily lost its appeal.

But you can't keep a good event down, and beginning in 1991 rumors began circulating about a Tahiti Race revival. Both the TransPac YC and the new Tahiti Cup Association, an offshoot of the Pacific Cup YC, began laying the ground-work for the comeback. The TransPac YC beat the fledgling organization to the punch, staging an

Keith Buck's Farr 36 'Petard' is the odds-on favorite — but in a 3,687-mile race, anything can happen!

KELLY O'NEIL



"A SOMEWHAT LONELY VOYAGE"

unexciting two-boat contest last July billed as "the longest match race in the world." It pitted Fred Kirschner's SC 70 *Kathmandu*, against an IOR leadmine, Jake Wood's Mull 82 *Sorcery*, with the sled winning by just over a day. Both boats obliterated Ti's elapsed time milestone, with *Kathmandu* lowering the record to 14:21:15.

All of which brings us up to this year's Tahiti Cup, a new event for racer/cruisers patterned after the highly successful West Marine Pacific Cup. A total of 10 boats have 'swallowed the bait': Seven boats will sail from San Francisco on May 20 (leaving from Harding Rock at 11:40 a.m.), while others will depart from Honolulu exactly one week

put together a race program. "We've bought some new chutes and lightened the boat as much as possible, but it's still just an old Swan," he insisted. "I bought it about a year ago to sail around the world in, not to race."

Clark will sail to New Zealand afterwards, the beginning of his circumnavigation. "Our plan is to roll straight down the rhumbline for Tahiti — we'll drink a few beers, and not get too tense. The real agenda is to arrive in one piece, and then go cruising."

Oregon Native, Crealock 37 (1986), Frank Delfer, Loomis — Old buddies Frank Delfer and Eric Jungemann, both from the Sacramento area, are experienced Pacific

livelier than it looks, and we intend to push her hard." *Native*, which resides in the Vallejo Muni Marina, is double-ended and may resemble a crab-crusher, but looks can be deceiving: there's a fin keel, albeit a low aspect one, lurking under the water, and the boat weighs in at 16,000 pounds, a relatively medium displacement. Could this be a wolf in sheep's clothing?

"We're not completely hardcore," claimed Eric. "We have a really good below-deck Autohelm 6000 if we get sick of steering, and we definitely like to keep a good sense of humor on board. Both Frank and I think the formats of the Pacific and Tahiti Cups are just right, a perfect blend of competition and fun. It works well for us!"

Eric will probably bring the boat back, quite possibly with his 70-plus year-old father. "I'll be gone for a total of three months," he said. "Frank, unfortunately, can only spare a month. Too bad for him — this promises to be the vacation of a lifetime!"

Petard, Farr 36 (1976), Keith Buck, Alamo — What's it like to be the almost universal pre-race favorite? "I wish I was as confident about it as everyone else seems to be!" laughed Buck, an engineer. "It's still a crashshoot, and some of the boats that rate around us could take us to the cleaners if it's a waterline race. We're hoping for lots and lots of wind!"

The 'we' on *Petard* are three other experienced Bay Area sailors: John Clauser, owner of *Bodacious* and veteran of three Pac Cups with Buck; Chuck Warren, owner of *Antipodiste*, cruiser of the South Seas and regular Bay crew on *Petard*; and David Crowe, their 20-something workhorse ("He's

Past Tahiti Race Winners

Year	Yacht	Rig LOA	Owner	Yacht Club	# of Boats
1925*	<i>Marlner</i>	107' Slp	L.A. Norris	San Francisco	4
1953**	<i>Mistress</i>	38' Slp	Walter Johnson	Corinthian	3
1956	<i>Julia</i>	45 Ywl	William Sturgis	Los Angeles	5
1961	<i>Athene</i>	62' Ywl	James Wilhite	San Francisco	7
1964	<i>Rascal</i>	50' Kch	William Wilson	Santa Barbara	7
1968	<i>Aranji</i>	48' Kch	Henry Wheeler	California	6
1970	<i>Widgeon</i>	54' Slp	Norm Bacon	Santa Barbara	14
1972	<i>Pen Duick III</i>	57' Slp	Eric Tabarly	De France	7
1974	<i>Sorcery</i>	62' Slp	Jacob Wood	California	9
1976	<i>Bravura</i>	48' Slp	Irvling Loube	Richmond	4
1978	<i>Sorcery</i>	62' Slp	Jacob Wood	California	4
1994	<i>Kathmandu</i>	68' Slp	Fred Kirschner	San Diego	2

* Sailed from San Francisco; ** Sailed from Honolulu; all others from L.A.

later. Hopefully, all participants will arrive in Tahiti at about the same time — and *Marlner's* and *Silhouette's* records will be shattered in the process.

Here's a quick look at the boats entered in the inaugural Tahiti Cup:

San Francisco Fleet

Irish Hurricane, Swan 43 (1977), David Clark, Seattle — "I put an ad in your *Classifieds* for crew and got about 100 calls!" marvelled Clark, a self-described 'boat bum' (actually, he's happily retired) up in Seattle. "Those things really work — I had to take the phone off the hook!"

Clark recruited two talented sailors from the ad, Larry Sharpless of Oregon and Geert Fausange, a Dane living in Seattle. He rounded out his crew with two young Halsey sailmakers, Englishman Colin Richardson (who sailed the last Whitbread Race on *Dolphin & Youth*) and Kyle Thomas from the Bay Area. Collectively, the 'Dave Clark Five' is one of the strongest crews assembled. "I'll just sit back and sip rum while they sail the boat," laughed Clark.

He's kidding, of course. If anything, we suspect that this group is deadly serious about winning the race. A former resident of Marin, Clark used to campaign a Peterson 33 called *Flyer* — so he obviously knows how to

Cuppers. They sailed *Oregon Native* in that race twice, dismasting in '90 (but finishing under jury rig) and then scoring a noteworthy second place finish in the double-handed division in '92. The duo obviously enjoys shorthanded ocean racing, as they're only adding one more crewman for the Tahiti Cup, Kent Wardin of Chicago. The

1995 Tahiti Cup 'at a Glance

Boat	Type	Skipper	Home Town	Rating	Time Allow.	Odds*
SAN FRANCISCO FLEET						
<i>Yukon Jack</i>	SC 50 (mod)	Larry Hoffman	Concord, CA	21	0:00:00:00	3-1
<i>Sienna</i>	Cheoy Lee 63	Arthur Mintz	Woodside, CA	78	2:09:57:00	20-1
<i>Irish Hurricane</i>	Swan 431	David Clark	Seattle, WA	105	3:13:24:00	7-1
<i>Petard</i>	Farr 36	Keith Buck	Alamo, CA	109	3:17:28:00	2-1
<i>Sea Hawk</i>	Custom Ketch 55	Darst Atherly	Eugene, OR	110	3:18:29:00	20-1
<i>Viva</i>	Swan 36	Bill Siegel	Los Gatos, CA	151	5:12:10:00	4-1
<i>Oregon Native</i>	Crealock 37	Frank Delfer	Loomis, CA	172	6:09:31:00	7-1
HAWAIIAN FLEET						
<i>Kalmiloa III</i>	J/44	David Nottage	Kaneohe, HI	39	0:00:00:00	3-2
<i>Blackjack</i>	Ericson 36	John David	Honolulu, HI	*117	2:03:31:24	5-1
<i>Windspan</i>	Catalina 38	Jerry McKenna	Koloa, HI	138	2:17:23:42	10-1

*Courtesy of Las Vegas bookie Jimmy the Geek as of April 24th

'new kid' is a friend and client of Delfer's, who is the president of a mailing house.

Jungemann, an information technology consultant, is the navigator. "I've been doing my homework," he said, "and concluded that we've got a good chance. The boat's a lot

the only one of us that's not over the hill"). *Petard* is easily the 'hottest' boat in the fleet, and Keith has racked up quite a record in his 13 years of campaigning her. "My philosophy about racing is that it's all won or lost in the preparation," said Keith. "Get the boat right,

TAHITI CUP '95:

and then try not to break anything!"

Buck would be happy to finish in anything under 20 days, but, after punching around on his calculator, figured that 24 days (a 6-knot average) may be more likely. Accommodations on *Petard* are sparse, and the cuisine (non-refrigerated pouch food) pro-

I'm getting more enthusiastic about participating in a meaningful way."

His crew presently consists of Mike Hostetler from Eugene, David Mariscal from the East Bay, and "two women from San Francisco whose names I don't remember; they're friends of David's." It's likely another



mises to be less than memorable. "We're keeping it really light and spartan," he said. "We'll have a strong incentive to get there, and get off the boat!"

Buck and his brother Gene own a Peterson 44 which they keep in a charter service in Tahiti, so Keith has been cruising down there half a dozen times over the years. "It's an absolutely beautiful place!" he claimed. As a founding father of the Tahiti Cup, and its first president, Buck was naturally the first one to sign up for the new race. His enthusiasm for Tahiti and his energy for the race seems to have paid off: "I'm pleasantly surprised by the nice turnout," he claimed, "especially the Hawaii contingent."

After the race — which we're predicting *Petard* will win handily — Keith will cruise the boat home via Hawaii, joined by Paul Altman, among others.

Seahawk, Huntingford 55 custom ketch (1977), Darst Atherly, Eugene, OR — A retired attorney, Atherly is a last minute entry in the Tahiti Cup. "I was looking for a reason to begin my world cruise, and this seemed as good as any. I'm scrambling to make the start," he said. "It'll be close, but right now I'm planning to be there." *Seahawk* is currently in Seattle, where she has undergone a major refit: bulkheads have been replaced, new rigging has been installed, an auxiliary diesel generator and a gennaker have been added and much more. "It's all stuff I needed to do anyway to go offshore," said Darst.

Atherly has owned *Seahawk* since she was new, sailing mostly in the Pacific Northwest, as well as one Hawaii trip. "I'm not a serious racer," he claimed, adding cryptically: "But as the race draws nearer,

'Mariner' won the first San Francisco to Tahiti Race in 1925. Seventy years later, seven boats will attack her 20:11:45 record.

woman from Seattle will join the crew, making this a fully integrated effort. "I like sailing with women," commented Atherly. "Male-bonding is way overrated."

Sienna, Cheoy Lee 63 (1985), Arthur Mintz, Woodside — *Sienna* is still down in San Diego, where she spent most of the winter getting a new deck, new instruments and other improvements. The twin-screw

— *Sienna* is the 'Queen Mary' of this year's fleet. "We'll sail hard, too — and might even do well," said Mintz. "It could happen!"

Joining Arthur, an attorney and entrepreneur, for the voyage is an eclectic group gathered from various corners of the country: 20-year-old son Lee (Colorado), 25-year-old son Mark (Los Angeles), navigator Kevin Warrick (Seattle), David Siebs (Virginia) and William Skinner (Utah). Arthur's wife and four other kids will show up in Tahiti after the race for a family reunion. "Then we'll cruise until hurricane season," said Mintz.

The Mintzs have already sailed up and down both U.S. coasts on their previous boats. They purchased their luxurious Cheoy Lee 63 a year ago, and are now looking forward to broadening their horizons. "I've always wanted to sail to the South Seas," confessed Mintz. "What sailor wouldn't?"

Viva, Swan 36 (1990), Bill Siegel, Los Gatos — "I wanted to spend a significant birthday at sea," claimed Siegel, a pathologist. "Plus, I like going on adventures — this isn't nearly as crazy as the time I rode a motorcycle from Cairo to Capetown!" Siegel wouldn't reveal his age, but he did hint that he's even older than Commodore Tompkins, who'll head up a crew that also includes Doug Frolich and Norman Martin.

Bill, who formerly owned the Mull 32 *Isis*, picked up his Swan (ex-Cygnat) about a year ago. He's bought a bunch of new Hood sails



COURTESY SIENNA

98,500-lb. custom motorsailor, named after Mintz's first and only granddaughter, has also been outfitted with a new gennaker and other sails. It has every conceivable amenity, including a 25-cubic foot freezer! Certainly, this group will have the most comfortable trip

The Cheoy Lee 63 'Sienna' may not set any records, but Arthur Mintz and his crew will certainly have the plushiest trip to Tahiti.

for the race, and Commodore has been observed working furiously on *Viva* at her berth in Sausalito. Despite all the preparations,

"A SOMEWHAT LONELY VOYAGE"

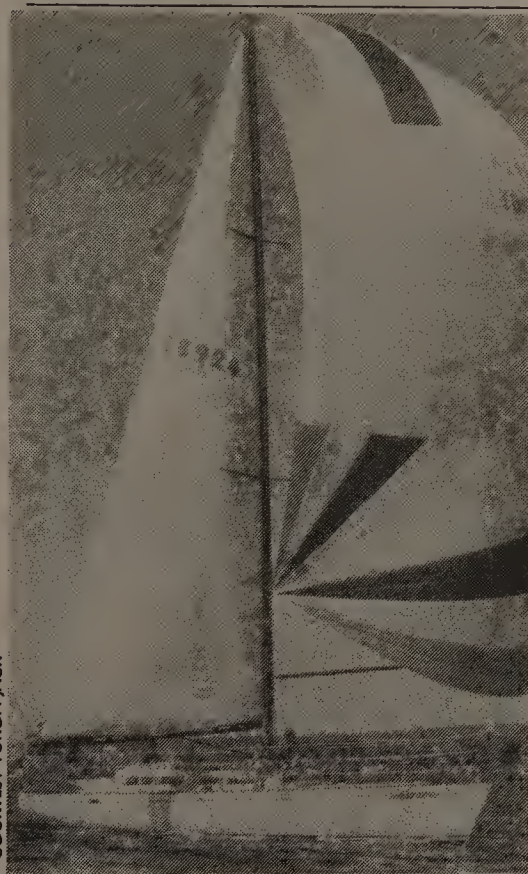
Siegel claims to harbor no illusions about winning: "Maybe we'll save our time, maybe we won't." Tompkins was also suspiciously mellow about the upcoming T-Cup: "It's more of 20-day cruise — you're only racing the clock anyway. It's a nice little boat, with a bunch of good sailors who enjoy each other's company. How can you lose?"

Obviously, these guys are sandbagging. The late-model Frers-designed 36-footer is one of Swan's sleeker efforts, the boat will be meticulously prepared, and the wily Commodore brings a lifetime of ocean racing experience to the program. He's even raced to Tahiti before — in the '56 race on *Celebres*, before some of the current race participants were even born! *Viva* should be a factor in the standings, especially if it's light and sloppy, conditions in which *Petard* suffers. Bill and his wife will do some double-handed cruising after the race.

Yukon Jack, SC 50 (1982), Larry Hoffman, Concord — "We're in the race for two reasons," claimed Hoffman, an electrical estimator. "First, we want to break the record, and second, we want to have a lot of fun!" Larry optimistically thinks that *Jack* can drop anchor in Tahiti after 16-18 days; his navigator, 30-year-old son Larry, Jr., feels that 19-20 days is more realistic. "It's mainly up to the weather gods," figured Larry.

Jack is the obvious choice for line honors, and Hoffman is pulling out all the stops to set a record that will last for awhile. He's purchased three new sails from Pineapple — a .5 ounce, a kevlar main and a #3 — and has spent tons of money getting the boat race-ready. "I'm keeping the local merchants very, very happy," sighed Larry. However, *Jack* is a bit weak in the crew department at the moment: Hoffman is selling individual berths as an 'adventure charter', but so far, only Walt Vance, a Catalina 30 sailor from Encinal YC, has enlisted. "We have three more spots open," said Larry, "preferably for experienced ocean racers. Call me at (510) 483-2000 if you're interested."

The Hoffmans will travel in comfort, as *Jack* features all the amenities such as a water maker and a microwave. They'll supplement their diet with fresh fish, just as in previous Pacific Cups ("We caught two dorado a day — sashimi with wasabe is a real treat!"). Other than a bottle or two of booze for an Equator party, *Jack* is a dry ship ("As a charter boat, the liability is too high"). But they'll rehydrate themselves when they hit Tahiti: "We should have at least 10 days to party and run around before the awards ceremony," said Larry. "We'll kill



COURTESY YUKON JACK

'Yukon Jack' will get to Tahiti first — but owner Larry Hoffman still needs three crewmembers in order to get there really fast.

some time by cruising the islands."

After a month down there entertaining friends, *Jack* will island-hop back to the Bay Area. By September, she'll (if a boat named *Jack* is a 'she') be back doing day-charters out of Pier 39.

Hawaiian Fleet

Kaimiloa III, J/44 (1990), David Nottage, Kaneohe — "We've always wanted an excuse to sail to Tahiti," explained Nottage, a veteran racer who claims he's not taking the race too seriously. "It's a family project; we're using the race as a feeder for a three-month cruise down south. We've got a water maker for hot water showers, and extra refrigeration for all the great food, beer and wine we're taking. Our biggest problem is figuring out how to carry our two kayaks, three surfboards, Avon dinghy and all the other cruising toys without looking too much like the Beverly Hillbillies of the high seas."

David will sail with his wife Nancy, 23-year-old son Brook, and two close friends, Don Brown and Doug White. "We kept the crew small because the race is primarily upwind, and also because there's no room left! Hopefully, the trip will be pretty easy — we're planning to get there in 14 days or less. Then, we'll cruise for three months — we'll be the 'tour guides' for a bunch of family and friends who will fly in for two

weeks at a time. *Kaimiloa* literally means 'seeker of far places' in Hawaiian — that'll be us this summer!"

Though Nottage talks a good cruising game, we weren't fooled: his recently acquired J/44 is his third racing boat (others were a J/35 that is still for sale and a Ranger 33) and David is a veteran of four races to Hawaii and seven Clipper/Kenwood Cups. *Kaimiloa* (ex-Jayhawk from Hong Kong) is well-suited for the Hawaii to Tahiti race, and



LATITUDE/RICHARD

'Oregon Native' sliding into Kaneohe Bay in the '92 Pacific Cup. A high rating may help Frank Delfer win the Tahiti Cup overall.

we think her crew is the best of the three leaving from Hawaii. Nottage will race the boat hard, and *Kaimiloa* is clearly the boat to beat in the Hawaiian fleet.

Blackjack, Ericson 36 (1981), John Davis, Honolulu — "I can't wait to get started!" said Davis. "I've been working on the boat almost every day, and virtually ignoring my photography business." Davis is serious enough about the race to ship his dink and outboard and other cruising stuff to Tahiti rather than carry it. He's also been picking the brain of Pacific Ocean guru Earl Hinz ("He assured me there will be wind all

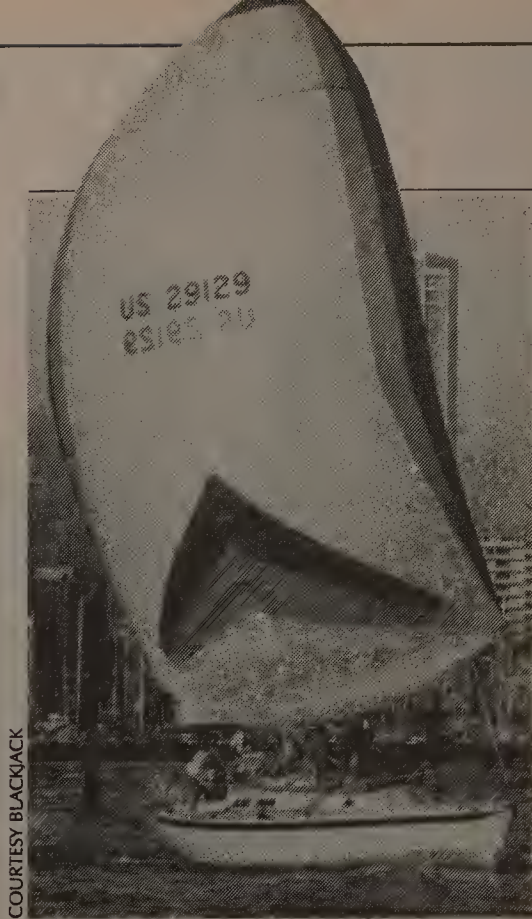
TAHITI CUP '95

the way!"). Davis, who's owned his teak-interior boat for ten years, summed up his program this way: "We're a cruising boat with a racing attitude!"

He'll be joined by girlfriend Nina Pfaffenbach, a gourmet cook who is already working on the menus, and two longtime crewmembers, Mark Baumgartner and Richard Smith. Other friends will join the boat afterwards for a bit of cruising, and then Davis will have *Blackjack* delivered back to Hawaii.

"The notion of sailing to Tahiti has always intrigued me," said Davis. "This race gives me the perfect incentive to finally do it! Well, gotta run — the Friday night race starts in a few hours." This *Blackjack* effort might prove to be a sleeper — could they correct out over Kaimiloa?

Windspan, Catalina 38 (1986), Jerry McKenna, Koloa — "We've owned the boat nine years, but this is our first ocean race," explained McKenna, a psychiatrist on Kauai. "We'll put safety and enjoyment first, but we'll still push the boat as hard as we can. Who knows, maybe we'll even surprise some people!"



COURTESY BLACKJACK

'Blackjack' exits the Ala Wai Yacht Harbor in a recent Friday night race. John Davis will have to sail hard to beat 'Kaimiloa III'.

Sailing with McKenna on this 'male bonding' trip will be his son Sean, a good sailor who is graduating from Notre Dame

the week before, and Bob Wilkins, a retired mathematician from the Big Island. "Our secret weapons are Bob's navigation skills and a brand new mainsail," said Jerry. "I figure the hardest part of the race is going to be beating up the Molokai Channel to get north of the islands — you could spend the summer in the lee of the Big Island! Getting through the doldrums will be the other hard part. But the rest of the trip should be quite pleasant, though our boat isn't particularly luxurious."

Windspan does have a few amenities, however, such as their trusty RVG steering vane if the crew gets tired of steering. "Music will be our main diversion," said Jerry. "Classical for me, rock for Sean." If his work schedule permits, McKenna will check out Tahiti for a few weeks before sailing north.

There you have it — may the best boat win! *Latitude* salutes all 10 skippers and their crews for undertaking this monumental challenge, and wishes everyone a safe and harmonious trip. Send us a postcard when you get there!

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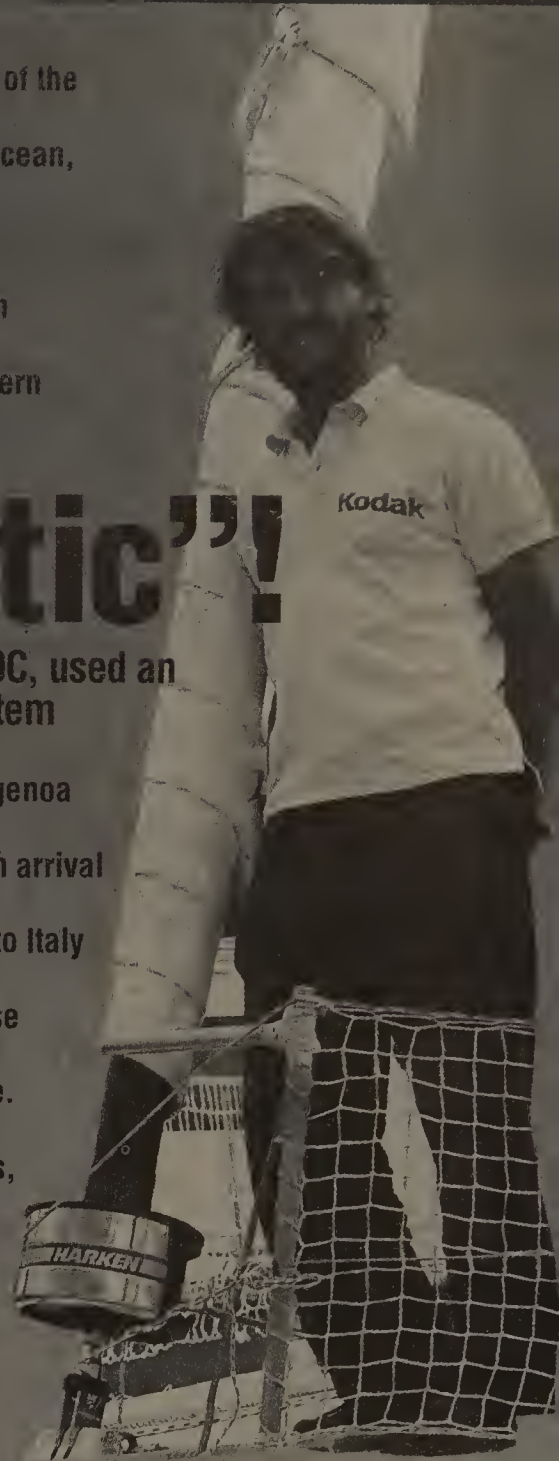
Despite battling 30 knot headwinds for three days at the beginning of the infamous third leg from Sydney to Punta del Este in the Southern Ocean, *Kodak* was one of the few boats that had *no equipment failure*.

Giovanni installed a Harken MKII Jib Reefing and Furling System in Sydney because he did not want to risk changing sails in the Southern Ocean. His quote says it all.

Roller was Fantastic!"

Giovanni, Italian skipper of *Kodak*, winner of Class 2, Leg 3 of the BOC, used an off-the-shelf Harken Unit 2.5 MKII Jib Reefing and Furling System

In addition, his Harken winches, Battcar® System and genoa lead cars all worked with no problems. In fact, upon arrival at Punta del Este, Giovanni was able to go back to Italy for celebrations and press interviews because his boat needed only routine maintenance. Harken jib reefing and furling, winches, blocks, travelers and Battcars — built for the Southern Ocean so you can feel safe wherever you sail.



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COSTA RICA —

Part One of *Costa Rica — The Rich Coast* appeared in the April issue. In it, the Wanderer's daughter, the Devilette, had fallen ill and was in the process of being rushed to a resort hotel in search of a doctor. Previously, visits had been made to the resorts of Isla Gitana and Bahia Gigante and their resident characters.

More San Francisco Bay Friends

Both Isla Gitana and Bahia Gigante are great places to chill out and cool your heels in Costa Rica. Indeed, several of the cruisers we met over the Christmas holidays were still 'in residence' as of late March. But we wanted to see more of Costa Rica — and in

particular, some clear water. True, the Wanderette and kids had a great time being dragged behind the dink on a surfboard late one night, but the light of day showed the water around Isla Gitana to be as murky as the Delta after a rain.

As we were weighing anchor to leave one morning, we spotted a ketch about a half



THE RICH COAST

mile away, ghosting into the bay. As we motored in her direction, the boat began to look familiar. Hot dang, if it wasn't fellow Schoonmaker (Sausalito) Marina tenants Jeff and Dawn Stone aboard their Nicholson 39 *Dawn*.

"We got nailed by a Papagayo," hollered a weary but exultant Jeff, "It tore one of our jib tracks off the deck, and we burned up most of our fuel trying to get back to the coast. We finally ran out of fuel late last night and had to sail the rest of the way here."

As we rigged a tow line from the stern of *Big O*, a dinghy came flying out of the anchorage. It was Chuck and Carla Levdar of the Lapworth 40 *Contenta*, which also hails from Schoonmaker. Chuck scrambled up *Dawn's* ladder, and he and Jeff engaged each other in one of the finest bear hugs we've ever seen, laughing and shouting all the while. The wives were equally glad to see one other, but weren't as demonstrative as the men.

Just about every cruiser headed south to Costa Rica gets warned that it can be terribly

difficult to work east back toward the Costa Rican coast after crossing the Nicaraguan border. Nevertheless, boat after boat still gets nailed — as *Dawn* did. We were advised that northbound and southbound currents collide and then combine to swiftly flow offshore just south of Cabo Santa Elena — which is around where most boats try to make landfall. In addition to the powerful current going against them, cruisers often have to also battle headwinds, which can be unusually strong off certain parts of northern Costa Rica.

Not So Clear

Our idyllic vision of sailing in the tropics includes warm air, warm and clear water, and white sandy beaches. Unfortunately, not all of this can be found in Costa Rica. The air was plenty warm: 90° at 0800. The water was warm: 80° day and night. As for clear water and white sandy beaches, they're twin victims of a combination of heavy summer

rainfall and strong surf pounding the brown rock and soil.

The few exceptions to the murky water and dark sand beaches can be found at offshore islands such as Isla Tortuga, which is about 10 miles from Bahia Gigante. Since it's one of the few places that has white sand and clear water, it was our next stop. Alas, it was also the next stop for a Dunkirk-like assemblage of Costa Rican vessels loaded down with picnickers.

The vessels that transported the Costa Ricans to Tortuga Beach were an amazing group representing almost all sizes and types. There were many kinds of ferry boats, commercial fishing boats, brand new power catamarans, full-fledged tug boats — the works. And all the normal beach activities — swimming, volleyball, eating, sleeping, drinking, dancing and romancing — were in full swing along the palm lined white sand beach. The *Wanderer* could only observe, however, as the *Deville* was beginning to feel poorly and needed company.

One of the odd things we'd been told

The waters of Isla Tortuga (spread) are crystal clear compared to Isla Gitana (spread.)



COSTA RICA —

about Costa Rica — in addition to the fact it manufactures more bras than any other country in the world — is that the citizens have what almost amounts to a fetish about forming and observing lines. One guide book reports that when former Costa Rican

would later learn.

In any event, it was at 2100 on December 30 that our entourage — dripping wet and

were up for what would be a very festive New Year's Eve. Try as we might, we couldn't remain inconspicuous — not with a fair-haired young girl on a stretcher.

Fortunately, a hotel employee had taken the liberty to contact a real physician, who was soon present at the hotel's clean and well-appointed infirmary. We complimented the handsome young doctor on the facility and what we took to be Costa Rica's excellent health care system. And for just that one brief moment he became testy.

"You can cut the compliments," he bristled, "because I'm from El Salvador." He went on to explain that what he really

Tow, tow, tow your boat . . . the crew of 'Big O' enjoys the chance to give friends Jeff and Dawn of the Sausalito-based 'Dawn' a helping hand.

President Oscar Arias, a Nobel Peace Prize winner, visits the local McDonald's in San Jose, he takes his place in line just like everybody else. Not cutting in line is a way, apparently, for Costa Ricans to demonstrate that everyone is equal.

At 1600 on Isla Tortuga, the Costa Ricans packed up their picnic gear and began forming lines at the water's edge to wait for shore boats to return them to the mother vessels. Without any supervision whatsoever, they lined up with the kind of precision that would have made a drill sergeant proud.

Feeling Down

Attractions are only a few miles apart along the sparsely populated southern coast of the Nicoya Peninsula, so we only had to motor two miles to the privately owned Curu Wildlife Refuge. While the Wanderette and Devil Jr. wandered ashore looking for monkeys, armadillos, coatimundis, parrots and other natural curiosities, the Wanderer remained aboard with the napping and seemingly recuperating Devilette. But when she awoke with an even higher temperature than before, we got everybody aboard, raised anchor and charged off into the night in search of medical help.

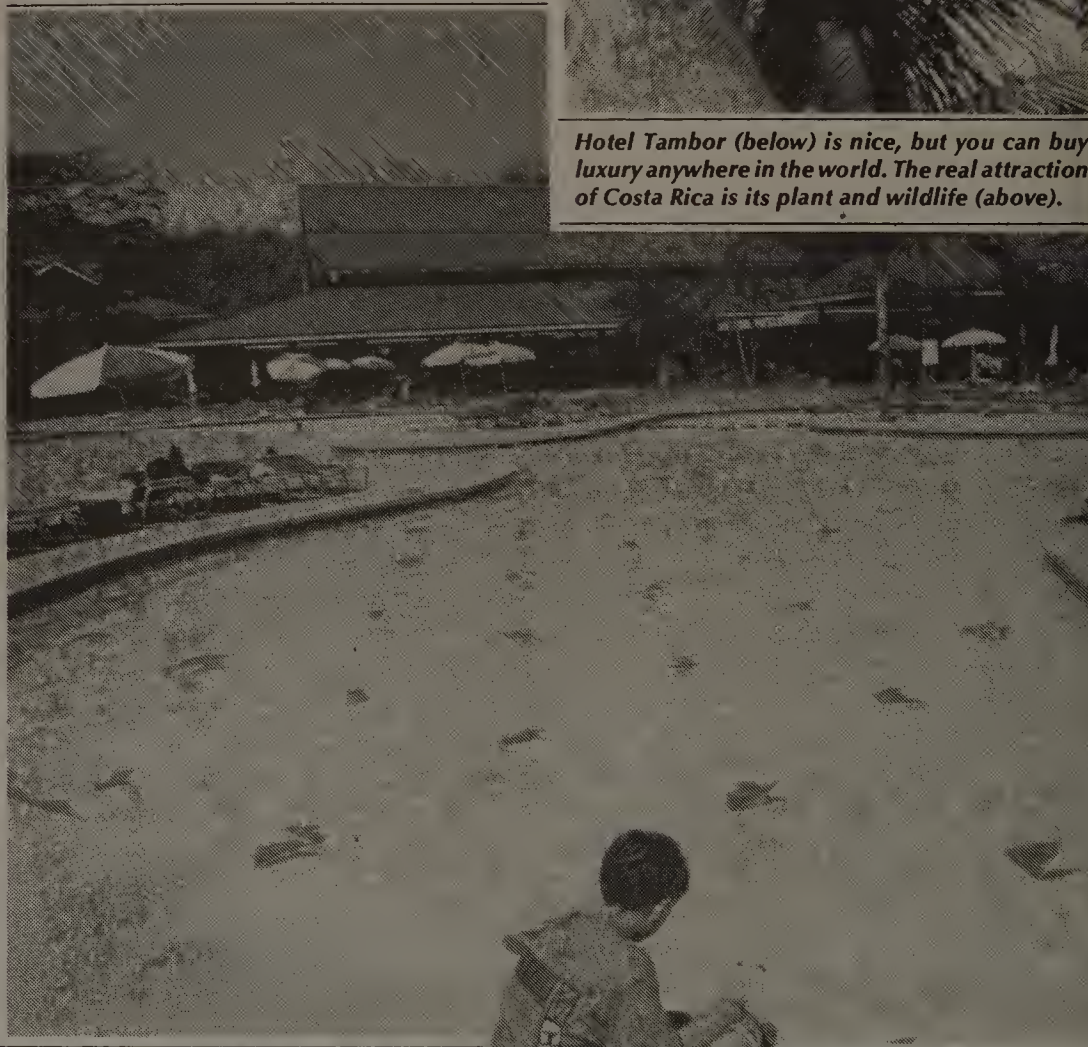
Ninety minutes after hoisting anchor, we and three of the crew drove our Avon through the surf while our daughter lay upon the stretcher. Although the surf would build considerably at times during the next two days, it was blessedly small that night.

We were met at the water's edge by the hotel's paramedic. We hurriedly described the symptoms and told him we thought it might be dengue fever. "There have been several cases of that recently," he replied. "But don't worry, I've got medicine for it." That made us and the Devilette feel a whole lot better — without any justification, we

sandy — traipsed through the social areas, lobby and casino of the Hotel Tambor, which we were later told is Costa Rica's largest and most luxurious waterfront hotel. At the height of peak season, no less. It was not the kind of place we expected to find in Costa Rica: the grounds were huge, the irregularly-shaped pool went on forever, and the indoor/outdoor dining room was larger than most gymnasiums. In the open auditorium area, bands were playing, people were dancing, and most of the decorations



Hotel Tambor (below) is nice, but you can buy luxury anywhere in the world. The real attraction of Costa Rica is its plant and wildlife (above).



THE RICH COAST

wanted was practice in California, but was being prevented from achieving his career goal by the California medical establishment. Having gotten that off his chest, he once again became friendly and professional.

The doctor spoke reasonably good English, but it still took about five attempts for him to completely comprehend that the Devilette had been in Costa Rica for less than a week. "That's settles it," he finally replied. "It can't be dengue fever or malaria because there hasn't been adequate incubation time." The paramedic sheepishly looked down and shuffled his feet. A search of signs of obvious infection came up negative, too.

We'd like to identify what it was that made the Devilette so sick — and would keep her in bed for another two full days — but we can't. For whatever reason — maybe whatever she had had run its course, maybe it was the antibiotic shot she was given a day later "just in case" — the Devilette suddenly became herself again on January 1. She tentatively played in the surf in the morning, and by afternoon there was no stopping her. She was in vibrant health for the remainder of the trip.



Rumble in the jungle. There are endless sources of interest in the rainforest — and most of Costa Rica is a rainforest.

You have to be flexible when you cruise, and we did our best. We'd come to Costa Rica to get away from civilization and to enjoy nature, and there we were, stuck at an incredibly expensive, all-inclusive, luxury resort. What a place! You could eat all you wanted from expansive buffets for breakfast, lunch and dinner — that included things like mounds of lobsters. Beer and booze? All you wanted, from regular bar drinks to piña coladas and mai-tais straight from the slurpee machines. In addition, there was free use of all beach toys, such as Hobie Cats, Lasers, surf kayaks and boogie boards. While we never have would have stayed at the Hotel Tambor by choice, we managed to make the most of it.

But, what we enjoyed most about the resort were the wild birds and the beach.

Prominent among the birds at the hotel were two colorful macaws that flew around at will, from high in the trees to down to the pool bars where they'd take a nip from the pineapple in your cocktail. They seemed to be having a great time and were comp'd everything.

Our favorite, however, was the toucan. He had two speeds of getting around. The first was a quick hopping motion, the second was flying at low-altitude — its huge hollow beak leading the way — across the crowded dining room. God help anyone who might have been impaled by that snout! The colors

of this free-roaming and fearless toucan were so brilliant and defined that you couldn't help but think it was a product of the Disney studios rather than Nature. The stately little bird charmed one and all.

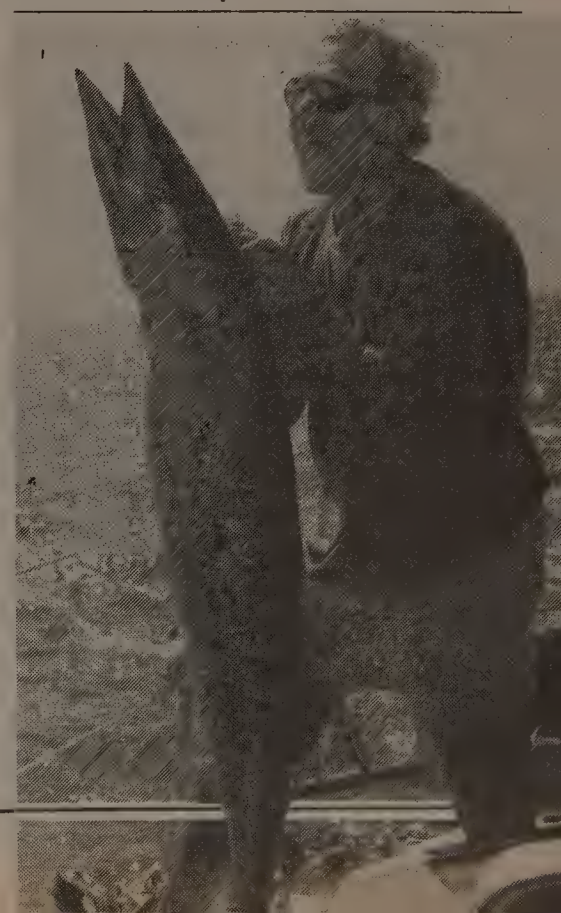
The luxurious Hotel Tambor zealously guards its boundaries, booze, and food from those who aren't guests, so it would be embarrassing for cruisers to try to crash the place. However Bahia Ballena, on which the hotel is located, is a large bay with a nearly three-mile long beach and enjoyable surf. It's free for anyone to use and is highly recommended for hanging out, boogie-boarding, surfing, surf-kayaking and other water sports.

After spending most of the first day of the new year fooling around on that beach and in the warm surf, we'd completely gotten over the fact that the sand was brown and the water less than crystal clear. If nothing else, our stay was worth it for overcoming the 'brown beach hang-up'. The Wanderette did a dive off a nearby point with the hotel staff, and reported it was fun — although a plankton bloom did restrict visibility.

What Do You Mean You've Got To Get Back To School?

With our time running out faster than air from a balloon, the next day we motored across the Gulf of Nicoya to the mainland. Although polar winds occasionally get as far south as Costa Rica, breezes in the Gulf of Nicoya are generally light and the swell slight. But what was lacking in wind was

The waters off Costa Rica and Panama teem with sea life. Charter guest Brian Rivera chats with the best catch of the trip.



COSTA RICA —



made up for by dolphins; they surrounded Big O in large numbers.

We first dropped the hook off 'Manta Ray Beach', but because of a plankton bloom the water was too cloudy to see anything, we continued on to Herradura Bay. In the process of crossing the gulf, we'd crossed from the area of the dry jungle to the transitional or wet forest. Although it was the dry season, everything was a little greener and more humid.

While most of the crew took the opportunity to swim off the boat, K.C. took his surfboard and paddled off in the direction of a promising looking break 100 yards away. It's a surfer's dream to snag some decent rides at an unknown spot, and that's exactly what K.C. got. An hour before sunset, our group of seven dinghied to shore, where we bodysurfed and we took turns boogie-boarding with just one board. Sometimes less is more — what a great time it was! We were still sneaking in rides as the sun dropped over the horizon.

Unlike Mexico, there's quite a bit of tidal range in Costa Rica. One of our crew learned this when he anchored the dink a little ways offshore at night so he could go into town. When he came back several hours later, the tide had gone out and the waves were breaking on shore. The dink had been tossed on the beach, her wheels bent and broken, and the outboard drenched.

The Wanderer would love to tell you more about Herradura and other parts of that popular section of Costa Rican coast, but we couldn't drag ourselves out of the surf long enough to go inland. And by noon the next day, the Wanderer, Devilette and Devil Jr. were in a taxi on their way to the airport at San Jose for the flight home.

Being much smarter than the rest of us, however, the Wanderette stayed with the boat. She spent the next five weeks helping with charters and getting brown while transiting the coasts of Costa Rica and Panama. Her favorite spots in Costa Rica were Quepos and the monkey-filled Manuel

The well-protected bay at Bahia Honda, a little ways across the Costa Rican border into Panama. It's home to Playa del Sol, a yachtie hangout.

Antonio National Park. If you need details, you'll have to grill her at the *Latitude* booth during the next boat show.

The Bottom Line

Our group of four was completely charmed by Costa Rica, but for different reasons. The Wanderette, Devilette and Devil Jr. were all enthralled by the plant and especially animal life. They can't wait to get back. The Wanderer likes animals just fine, and would indeed like to spend more time investigating them both along the coastal jungles but also in the nearby mountains. But to the Wanderer, all else pales when compared to miles of warm water and endless expanse of uncrowded surf. When he returns, it will be with a couple of boards and a lot more time.

Costa Rica also struck our entire group as being a land of mystery. Why, we all wondered, would 60% of the population live up in the central valley and not along the shore? Imagine a Northern California-like

After an injection and a couple of days' rest, the Devilette was back to mischief once again.



coast, but with jungle vegetation and animals, and 80° water and great surf — and everybody wants to live inland! Everybody except at the ex-pats from the States.

Many folks who've been cruising Mexico will be stunned at how small Costa Rica is — only about 200 miles — or considerably less than the distance between Cabo and Puerto Vallarta. But the much-indented coast offers numerous cruising opportunities. As it was, we only touched one small part of one cruising area in Costa Rica. There are a great many other cruising opportunities in the Gulf of Nicoya as well as the other cruising regions in northern and southern Costa Rica.

It would also make some sense to mention northeastern Panama, which geographically belongs to this area more than it does the rest of Panama. The Wanderer didn't get to visit this area, but according to Capt. Jim, it showed a lot of promise. As befits a remote area of the tropics, it has its share of characters. The Big O crew was guided into Bahia Honda — about 70 miles south of Costa Rica — by John Morgan, one such individual.

Formerly of Renton, Washington, Morgan says he used to be an electrical engineer who did consulting for Boeing. One month he received a paycheck with an extra zero at the end. His repeated attempts to get the accounting department to correct their error resulted in the threat that he'd be fired if he didn't stop bothering them.

That overpayment soon became the downpayment on *Perfect Crime*, a Targa 31. "I was absolutely tired of the American bullshit," Morgan says.

In 1992, he hop-scotched down the West Coast of the United States. When he got to San Diego, he signed on a non-sailor named Abby who wanted to join him for a passage to Costa Rica via Acapulco.

"Everybody told us to hug the coast at Tehautepec," says Morgan, "but I decided it was safer 300 miles offshore." He was wrong. They got hit by 40 knot winds and waves "that were taller than the mast, every fifth



Former Boeing employee John Morgan. Knocking out and hog tying his female crew was in everybody's best interest.

bar and restaurant with inexpensive cabins. "We've got a safe bay, showers, laundry, gas, diesel, ice and a fax machine. We're trying to make this a must stop for yachties." Morgan also has a goat named Bill and a pig

named Hillary — although claims the names have nothing to do with political figures in the United States.

Morgan runs Playa del Sol with Chachita, a Panamanian woman with a big smile who loves to dance — and who may or may not be Morgan's wife. "I credit her for this place," says Morgan, "because when the rainy season comes and money buckles, she keeps the faith."

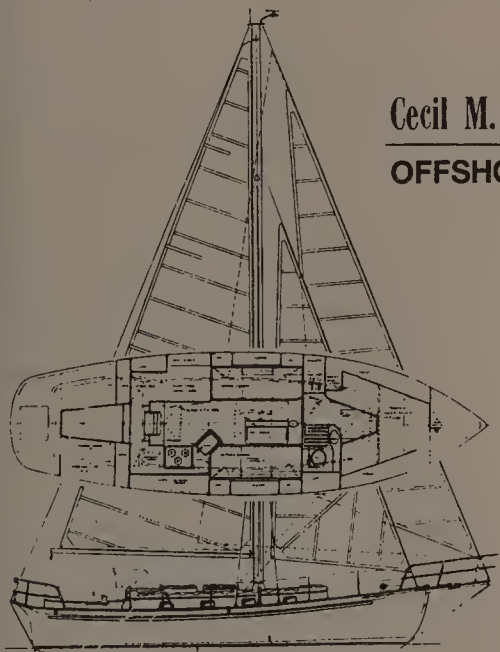
When isolated from the rest of the world, you have to wear many hats — which Morgan does. When Anet, one of the Big O crew, had a nasty sore on her leg with lots of swelling, Morgan took her, along with the cook, the dishwasher and about 12 other distinguished colleagues, in back to examine the wound. During the examination, Morgan told Anet that he studied medicine at the University of Washington and was a G.P. for six years. Anet's leg hasn't fallen off yet, so maybe there's something to it.

Go For The Gold

We hope to provide more detailed reports on this area in years to come. After all, you'd have to be a lot sicker than the Devilette was not to love Costa Rica and environs.

— **latitude 38**

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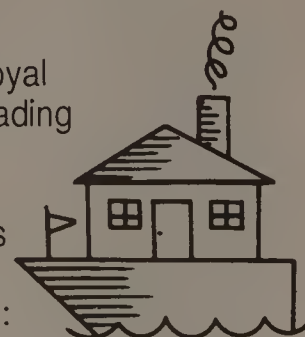
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GOURMET DINING

On our first cruise we used the refrigeration full out. Had the box packed to the gills with frozen steaks, roasts, chops, chickens and even a turkey. We made ice cubes and were able to freeze the excess Mahi and tuna we caught.

We liked everything about it except:

1) We had to run the engine about three hours a day to keep the system up. That usually translated to twice a day, once around breakfast time and again at cocktail hour. This put limits on our shoreside excursions.

2) We had to change the engine oil and filter every 100 hours. Three hours a day creates a lot of oil changes over a year's time — nearly one a month.

3) Three hours a day for a year is over 1,000 hours of engine wear and fuel consumption.

4) The smell of diesel exhaust and the noise of the engine are not high on the list of wonderful experiences — to us or neighboring boats.

5) Refrigeration breakdown is not uncommon, and repair usually not cheap. And breakdowns must be dealt with urgently if you have a box full of frozen treasures waiting to go bad.

On our current cruise, which in its first year has taken us to Mexico, Hawaii, Palmyra, Fanning, the Samoas, Tonga, and New Zealand, we've eaten like royalty and haven't fired up the refrigerator once.

Now don't get us wrong. We like refrigeration and will probably use it again. But we'll do it a little differently. We'll develop an energy-independent setup and use a simple, stock refrigeration unit. There's really no need for an expensive custom installation.

We decided to go without the 'big chill'

ALL PHOTOS ALLEN BARRY

aboard, we just didn't turn it on. We've been cruising over a year now and are doing fine without it. Our one concession to the cold is a small cooler we break out for ice and cold drinks when in port.

Here's how we did it.

Fresh Food Is (Almost) Everywhere

In Mexico there are plenty of opportunities to buy or trade for fresh veggies, fruit, fish and lobster. Catching your own coming down the coast is almost guaranteed, as well. Local vegetable and fish markets have high quality stuff at very good prices. We didn't shop the meat markets much except for chicken, which was good and cost about US \$5 each. More and more big American-type supermarkets are popping up all over Mexico and you can pretty much get anything you want. They are, however, more expensive than their stateside counterparts.

In Tonga, the Vava'u Group, the Haapai Group and the Tongatapu Group, the vegetable markets are outstanding. Very often the produce you buy was picked that very morning. Lettuce, tomatoes, carrots, spinach, cabbage, cucumbers, pineapple, papayas, watermelon are cheap and plentiful. For less than \$15 a week, we bought all the produce we could eat. And we eat a lot of it: papayas for breakfast, a salad for lunch, vegetables with dinner.

Wherever water and land meet, someone is fishing and more often than not, they're open to offers. At a remote island in the Haapai Group of Tonga, a small fishing skiff



they pitched two fine fish onto our deck, a snapper and a barracuda, both excellent tasting and fresh. Many, many times fisherman have sold, traded, or just given us fish or lobsters.

Don't be shy about approaching fishermen. Wave them over. It's almost always a great experience for both of you.

Refrigeration Myths

The following items last a long, long time without refrigeration:

Cheese: Hard cheese lasts longer than soft. We have kept mozzarella cheese (unopened) for pizza for over two months and kept wedges of parmesan over six months.

Eggs: These are often not even refrigerated in stores and markets.

Butter: Keep it in Tupperware so it doesn't make a mess if it melts. Anchor Butter of New Zealand comes in 1-lb. cans. It's a very fine, pure creamery butter. The instructions say "store in a cool place". It costs about \$2 a tin and we always carry a dozen in our cooler storage places. Never a problem.

Milk: Get the UHT (Ultra Heat Treated) in small boxes. Mexico sells it, and it's all over the South Pacific. Here's the quote from a box of the New Zealand variety: "Unopened, (this milk) stays fresh without refrigeration... Once opened, consume within 24 hours (if not refrigerated) or within three days if kept in a refrigerator. Contains no preservatives." You can get low fat, regular and heavy cream. It's great.

Condiments: Open bottles of catsup, barbeque sauce, mustard, relish, taco sauce, salsa, jams and jellies and most salad dressings are good for about a month before they begin to mold, so small jars are best. Honey goes on forever. Leftover meat, fish, pasta, rice and anything else can be left in

The fresh fish express in Tonga.



this time for the reasons outlined above, and basically just to see what it was like. Just in case we couldn't 'hack it', everything was still

came by with about five men onboard. They asked for a thermos of hot water and matches. As we put some water on to boil,

WITHOUT REFRIGERATION



Mendocino Queen' in the Channel Islands.

he pot it was cooked in and reheated the next day. Back in Grandma's day, the holiday turkey was never refrigerated after the meal. It sat out covered for the several days it took the family to finish it off.

'Preserved' meats: When purchasing canned hams, pepperoni and some other dried or preserved meat products, make sure you buy the ones that don't require refrigeration. They come both ways. When it says "store in a cool, dry place" try to follow those instructions. Some parts of boats, especially below the waterline, are much cooler than others.

"Refrigerate After Opening": All I can say is, it's often not necessary, even if it's written in the can or jar. All you need do is exercise a little extra caution. Check out your food before you consume it. If in doubt, throw it out.

A side note here is that refrigeration is no guarantee against spoilage. We've found that most of the food people throw away comes out of the refrigerator. Since we've been without refrigeration, we've actually had *less* spoilage since we don't depend on refrigeration for preservation of any stores or leftovers.

In short, while it's true that refrigeration does preserve food and extend the life of some items, it is greatly overrated. We think its chief contribution is cold drinks. We openly admit nothing tastes as good as a cold beer on a tropical afternoon.

Fruits and Vegetables

Fruits and vegetables require no refrigeration and can be purchased in various stages of ripeness to assure a steady supply for well over a month. Keep all produce in ventilated bins that allow plenty of air circulation.

Avoid plastic bags, as they seem to accelerate spoilage. Also handle with care. Bruised items go bad real fast. Growing sprouts is easy and is a great addition to salads and sandwiches. When buying produce, follow the "Rule of Hardness": the harder a thing is, the longer it will last!

Snacks and Passage Foods

On passages, we found our dehydrated soups to be great mainstays. It's sometimes too rough to make fancy meals so it's great to have fast, easy dishes that you can serve up in a thermal mug. Canned chili and beef stew fit the bill here, as well. Also, cooking several meals prior to departure is a good plan. Pizza can be cooked ahead of time. So can roasts, chicken, leg of lamb, etc. You can just nibble on these as much or as little as you want.

Chicken, tuna or turkey salads are also easy underway meals. Buying or baking a loaf or two prior to a passage is a good idea.

During passages, make sure there are some "grab and eat foods" that require no more preparation than ripping a package open. Fresh fruits, dried fruits, granola bars or candy bars, jerky, and nuts are a few of these. Prepared sandwiches are great here.

So, you might ask, just what *did* we eat? Here are few items from the *Mendocino Queen* 'no refrigeration menus'.

Breakfasts: Eggs and toast or potatoes; fresh baked coffee cake; fresh baked muffins; hot biscuits and honey; pancakes with maple syrup; cold cereal with fruit; oatmeal; fresh fruit and toast. Everyday: fresh ground coffee or cappuccino and fresh fruit or juice.

Lunches: Tuna salad and crackers; chicken salad sandwiches (or turkey or shrimp); Soup (curry lentil, black bean or split pea);

salad; salami and cheese sandwiches with potato salad; tabuli, hummus and crackers; grilled cheese; falafel burgers.

Dinners: Pacific seafood: lobster, crab, clams, abalone, Mahi, tuna or whatever else we managed to catch or barter for. And then there's...

"Mexican night": chicken tacos with rice and beans and a salad.

"Italian night": spaghetti with marinara sauce and garlic bread.

"Chinese night": stir-fry veggies and rice.

"Cajun night": jambalaya and rice.

"Texas night": chili and fresh baked cornbread.

"The Old South" night: baked ham and sweet potatoes.

"Chicago night": Pepperoni pizza with fresh garlic.

"California Night": clam linguini and sourdough bread.

Potpourri: chicken, roasts, leg of lam, fish, etc. with potatoes or stuffing or anything else we see in the local market that looks great and doesn't cost too much.

Some notes on provisioning for the refrigerationless:

- When you buy canned hams, get the real ones, not the reconstituted or press together types. We got about 30 of the 1-



The author with dinner... lunch... snacks....

pound cans on sale at Thrifty for \$1 each. Don't forget the canned pineapple rings to bake on top.

- 8-oz. cans of chopped or minced clams. Simmer with garlic, butter, and wine for a most excellent linguini.

- Pepperoni and mozzarella or string cheese for pizza. Makes neighbors drool.

- We bought 10 pounds each of curry lentil, black bean, and split pea soup from our health food store. These dehydrated

GOURMET DINING WITH NO FRIDGE



products store easily, taste great, and are hearty and robust. Cold night watch favorite.

- Canned tuna, chicken, turkey and shrimp. Good quality, chunky white meat. Good for sandwiches, salads, tacos, jambalayas, etc.

- We bought 1,000 individual serving packets of mayonnaise.

When we catch a fish that is too big to

If you can't catch 'em, you can always buy 'em — the fish market in Z-Town.

eat all at once, which is usually the case, we do the following:

First we have tender fillets, usually pan fried with butter and garlic. We take about half of what's left and coat it with a seasoned flour mix that includes cumin, onion, garlic, salt and pepper. Fry that in oil and it's great for at least two more days. Snack on it, fry it up with rice, make a sandwich. . . whatever.

With the rest of the fish, cut it into thin strips, marinate it in soy or teriaki sauce for a few hours and then grill it. Then drain off all the liquid and put it in the sun. You've got a flavored, dried fish that you can eat like jerky or throw in salads and sandwiches.

Learn a little about fishing and spearfishing. Also about clam, oyster, and scallop collecting. Lobster and crabs and abalone are available to those who know where and how to get them. Always ask local people what the sea has to offer. It's great fun and puts some amazingly good food on the table.

Finally, if you are heading off on a cruise and realize you've forgotten something — so what? Everybody does. The most important concept here is the cruise itself, not whether you remembered everything. If you've gotten to the point where you can cast off those docklines, you shouldn't have too much problem adapting to the rest of the cruising life as you go along.

— allen barry



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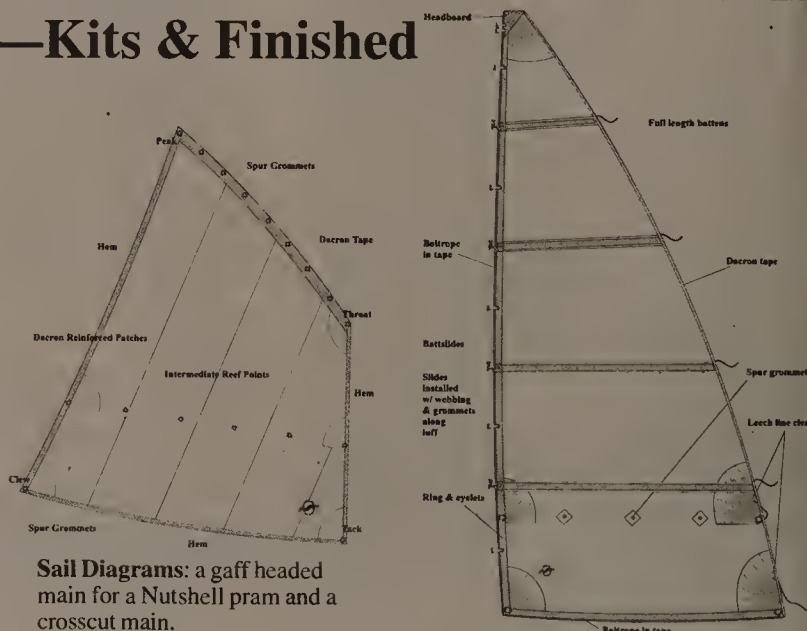
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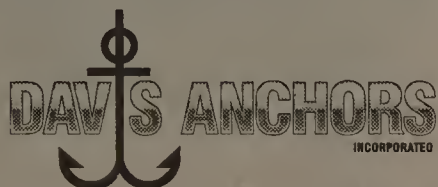
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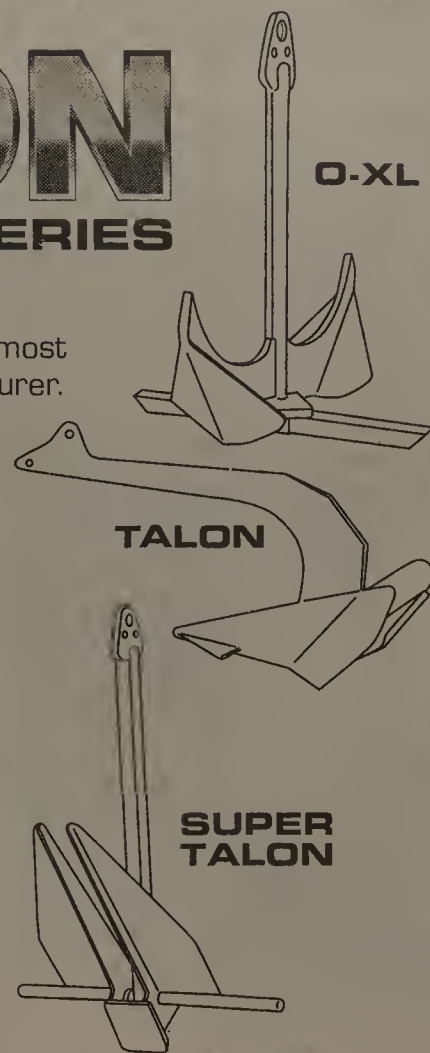
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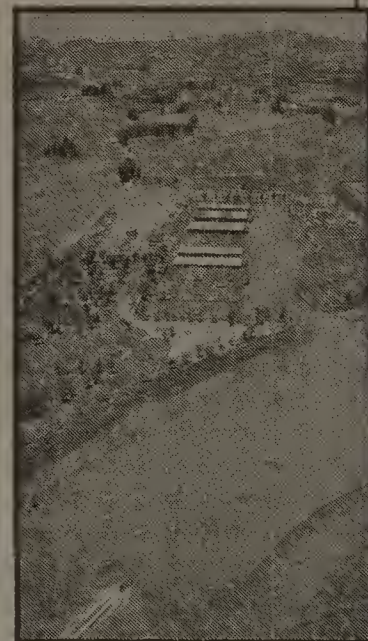
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BIG CHARTER CATS —

"No man is an island," proclaimed John Donne, the leading English poet of the 1600s.

"But he can rent one by the week," responds the Wanderer. "One that sails well, too."

"And with a cook," adds the Wanderette,



The transom steps offer some of the best seats on the 'island'.

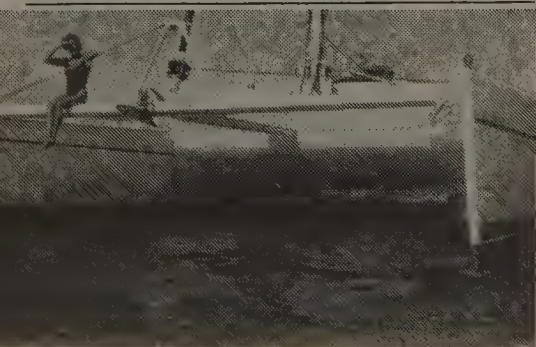
who knows that stateside galley slaves would rather watch the sunset while sipping a cocktail than cook during a vacation in the tropics.

If it's a 'sailing island' you're looking for in order to host a big family charter or share with a group of friends, you'd have to go a long way to surpass the Moorings 5700, which is that charter outfit's version of the new Jeanneau Lagoon 57 catamaran.

The growing popularity of catamarans for chartering is undisputed. While at a favorite Caribbean anchorage recently, the Wanderer and Wanderette counted a total of 18 charter and cruising boats. Of these, six — including virtually all the new ones — were catamarans.

Smaller catamarans — 37 to 42 feet — are great fun. And if you want bareboat a cat, 42 feet is about the largest any of the charter outfits will let you take without a crew. These relatively small cats are roomy enough to accommodate as many as eight, and because they don't heel, have great

Sharp, shallow bows allow 'Vision' to slice through waves with the slightest resistance.



appeal for charter groups that include non-sailors and those prone to seasickness.

While in the Moorings office on St. Martin, the Wanderer bumped into a gentleman from Rhode Island who had a smile a mile wide plastered across his face. He explained that he was in the midst of a 10-week bareboat charter of a Moorings 42 catamaran that would eventually have him end up in Grenada. "The first week I had members of my yacht club down, the next week I had my girlfriend aboard, for the next two weeks my kids will be with me . . ." He rattled off 10 weeks' worth of family, friends and lovers that would be joining him. "I can't tell you how many years I've dreamed of doing this," he exclaimed, "and I'm loving every minute of it!"

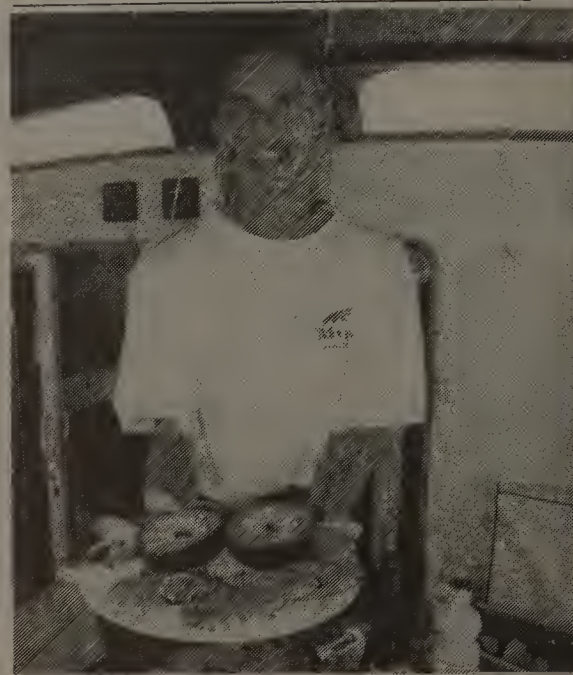
There are, however, good reasons to consider chartering a larger cat. The obvious reason is space. As cat length increases, total area explodes. A typical 42-foot cat has about 1,000 sq. ft. of deck space. A 57-footer has about 1,800 sq. ft. — or close to twice as much. So for those big charter groups or for those who just appreciate more space and privacy, length should be a major consideration.

Larger cats also mean there's generous room for a crew — whose cabin is up forward and accessed through a deck hatch. Even 57-foot cats are easy to sail, so the main reasons for a captain are to keep all the systems running and to oversee the owner's substantial investment. The cook, however, is another story. Never underestimate the pleasure the primary cook in a household — typically the woman — derives from not having to shop, cook or clean up while on holiday.

Additional compelling reasons for a larger cat are performance — and to a much lesser extent, more comfort.

Most production cats are built for charter trade, which means their hulls are beamier than normal and they tend to be loaded down with water, fuel, a big generator, and a staggering number of heads and showers. Weight cripples multihull performance, and beamy hulls don't help. So while smaller cats sail well enough — especially on a reach — anybody thinking of imitating Peter Blake's 74-day sprint around the globe aboard the catamaran ENZA will certainly be disappointed.

Larger production catamarans are loaded down like their smaller sisters, but because cat volume increases exponentially with length, they are able to do a much better job of carrying the weight while still being able to approach their maximum speed potential. In addition to much better performance, a big



'Oh, Lydie, you shouldn't have! But since you did, bon appetit!'

cat's larger volume and 'footprint' make her more resistant to pitching, giving her an even more gentle motion than her smaller sisters. The sloppier the conditions, the happier you'll be aboard a larger cat.

Jeanneau started building Lagoon 55s in the late '80s at their Advanced Techniques facility — which has built a number of record-breaking multihull racing machines — in France. A total of about 24 Lagoon 55s ultimately dispersed around the world, with the greatest allotment going to The Moorings charter fleet in the Caribbean.

Each of the major production catamaran manufacturers has gone after a market niche. Privilege, for example, builds cats that have the greatest number of berths per foot. Thus you can take big groups, but the interiors



ISLANDS OF YOUR OWN

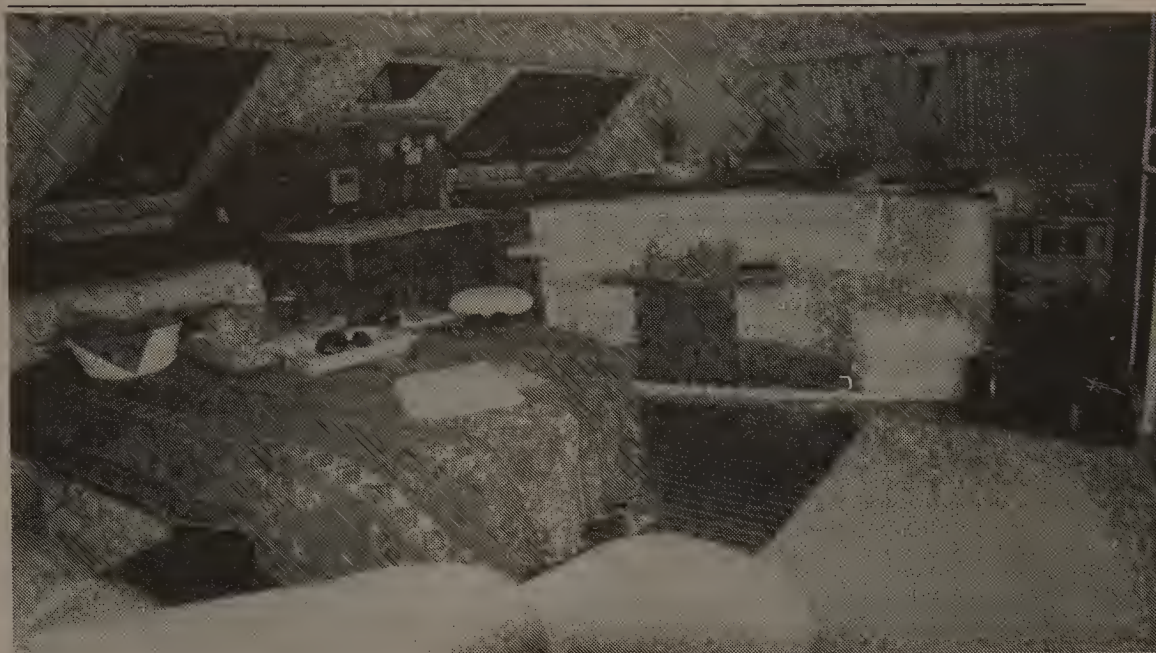
seem like rabbit warrens. Fontaine-Pajot concentrates on offering the most boat for the dollar, so the quality — and particularly the finish — leave something to be desired. This is not to suggest, of course, that you couldn't have a fabulous charter aboard either of these cats.

Jeanneau — and The Moorings — went after the high end of the market, with excellent quality and finish, and a reasonable but not excessive number of berths per boat. "Those 55s that Jeanneau made for the Moorings are the Swans of catamarans," the owner of a custom cat told us.

In 1994, Jeanneau and The Moorings launched Vision, hull #1 of the Lagoon 57s. For the most part, the differences between the 55 and 57 are relatively minor: engine placement, sharper bow, and the sum of a bunch of subtle improvements made over the course of 55 production. The most significant difference is that there's more headroom in the 57. If you're 6'4", you can't stand up in the main salon of the 55; you can in the 57.

It was the extreme good fortune of the Wanderer and Wanderette to be able to spend a better part of a week aboard The Moorings 5700 Vision in the French West Indies late last year. If the truth be told, the Wanderette walked down the Moorings dock at Oyster Pond prepared to be disgusted by the catamaran — no matter how big. For one thing, most multihulls don't conform to any classic standard of beauty. And unless you understand them, you can't even appreciate a utilitarian 'form follows function' kind of beauty. Then there's the matter of the

In addition to being one of the very largest production cats, the Lagoon - Moorings 5700 is by far one of the better looking.



Lagoon could use white suede on the salon couches because nobody sits on them. The cockpit is the only place to be in the tropics.

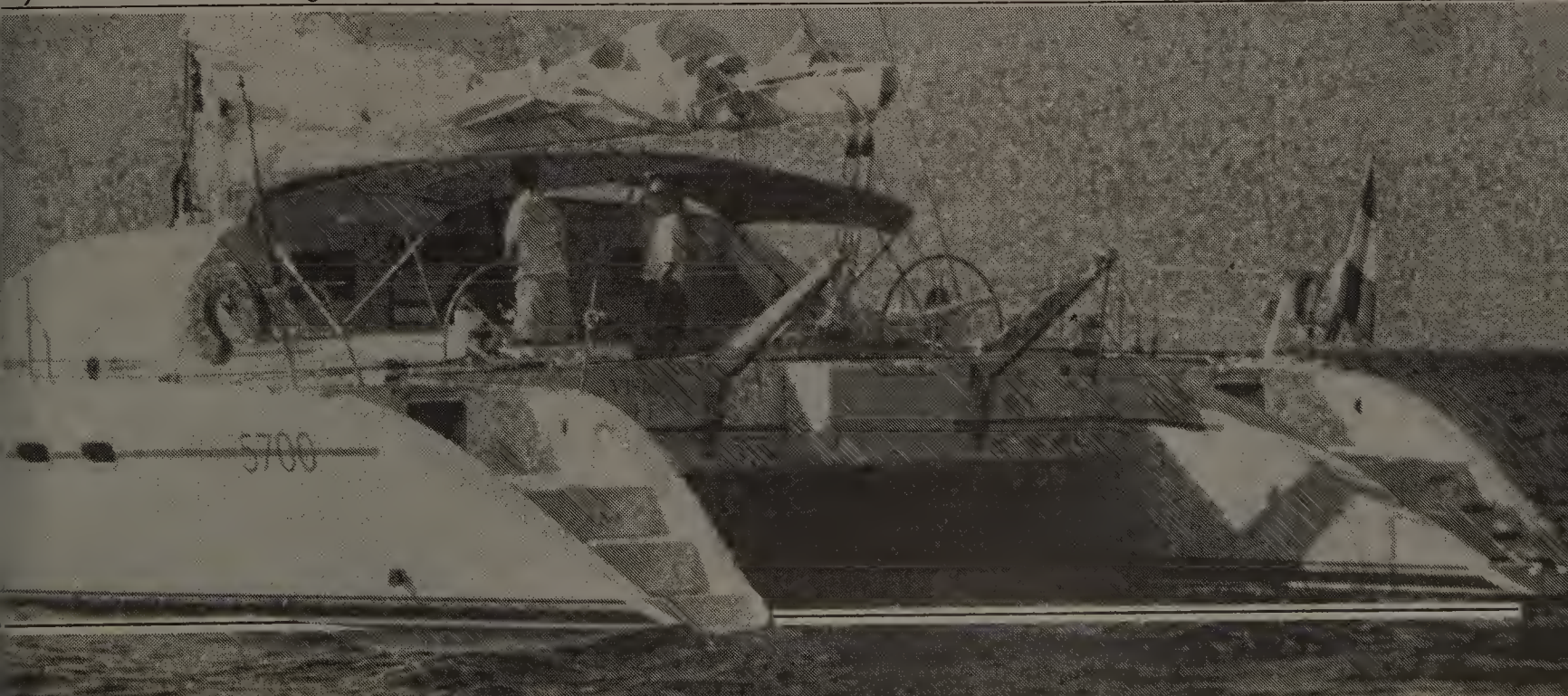
Wanderette's background of tradition. Her sailing career started with long voyages from New Guinea, Micronesia, and across the Pacific aboard a series of big wooden schooners. She'd been sailing for years before she ever saw a winch, and has yet to truly warm to fiberglass.

When the Wanderette first set eyes on Vision, she broke out laughing — because the catamaran is so staggeringly big! If you don't take a piece of chalk out into the street and mark off an area 57 feet by 30 feet, you'll never understand. A 57-foot catamaran is indeed an island. The Wanderette ran up to the port bow and yelled, "Hello, can you hear me?", to the Wanderer who was standing on the starboard transom. He could hear her — but only faintly.

Bug-eyed, the Wanderette toured

Vision. Each of the 57-foot hulls is razor sharp at the bow and gradually widens to the beamy transoms which are necessary to support the heavy diesels. Each hull has a compartment with a collision bulkhead forward, followed by a double cabin with head and shower ensuite, and another double cabin aft, again with a head and shower ensuite. The middle area of the port hull has an extra bunk and storage; the middle of the starboard hull is home to the spacious galley. There are plenty of hatches overhead and in the hull for light and ventilation.

Connecting the two hulls is the salon, which must be close to 10 feet by 16 feet. There are two couches — covered in white suede, of all materials — separated by a modest size nav station. When compared to similar sized cats, The Moorings 5700 has a relatively small main salon. It's a stroke of genius, because it allows these cats to have comparatively large cockpits. When you're in the tropics and you've got a big cockpit covered with an awning, who'd want to be



BIG CHARTER CATS

indoors? Not once during the entire time aboard did either the Wanderer or Wanderette ever sit in the salon!

Vision's cockpit must be 12 feet by 15 feet, and is separated from the salon by a large sliding glass door. The two sides of the cockpit have bench seating, while the aft side has the main traveller, two steering stations, and all the well-placed control lines and winches. The center of the cockpit is dominated by a large, permanently mounted table, around which are placed several director's chairs. Talk about your big back porches right on the water!

But there's more. To the outboard of each bench seat is a queen-sized lounging area with cushion and molded-in inclined backrest. It comes complete with its own detachable awning. Outside of this on each side is three feet of open deck space.

While the huge cockpit was accommodating with a vengeance, it was by no means the only place to relax outside. Sitting on the transom steps, either at anchor or while screaming along on a reach, is great. There's also the huge trampoline area forward between the hulls, on which in excess of 25 people can sit or even sleep. And finally, there's the bar between the bows. In reasonably calm weather, it's a great place from which to dangle one's feet in the water and be mesmerized by the ocean rushing between your toes.

Vision is extremely roomy — and to the Wanderer's taste, a little too luxurious. He didn't need five electric heads — although the seven-foot tall shower was great. And he sure didn't need the air-conditioning in each cabin. According to Capt. Jean-Francois Chevallier and cook Lydie Guillotin, only



With the slightest pressure of her right heel on a button, Lydie deftly handle's the most strenuous job on a catamaran.

people from Texas ever ask to have the 'air' turned on. To the Wanderette, the greatest luxury of all was intrinsic; that the cat remained flat at anchor even while nearby monohulls rolled with the swell.

There's no better evidence of how eminently liveable this big cat was than the fact that although the Wanderer and Wanderette were anchored off their favorite island in the world, they stayed aboard Vision for all but about four hours of the time they had her. Why go to another island when the one they were already on had everything they wanted?

This two-shot sequence in boisterous weather shows why the foward netting on a catamaran is called a 'trampoline'. Soft netting is a must.

But nothing pleased sensualists like the Wanderer and Wanderette more than the way Vision sailed. Despite being loaded down with all the heavy gear, this cat could prance. No, she won't do 18 knots in just six knots of true wind like *Primagaz*, and with her integral keels she doesn't point like narrow-hulled racing machines with daggerboards. But the Wanderer was still impressed — and he monitored performance carefully.

When they left Oyster Pond, Jean-Francois put the cat on a course in the general direction of Nevis. In 17 knots of apparent wind, Vision effortlessly loped along at eight or more knots. And this was with a Doyle yankee that for whatever reason had been so poorly cut that it couldn't even be completely-unfurled.

The following day, they sailed upwind in 23 knots apparent with three foot seas. Despite carrying full sail, Vision was perfectly stable — and sliced through the water at between 8.5 and 10.5 knots. She sailed so flat that the Perrier bottle on the cockpit table never fell over.

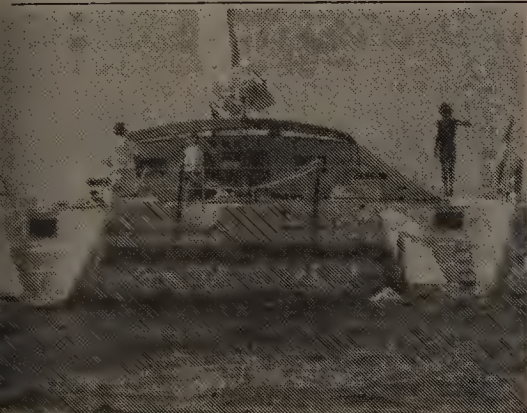
On the Wanderers' next to last day, they circumnavigated St. Barts in apparent wind up to 25 knots with badly confused seas of five to six feet. Despite the slop, dangled if Vision didn't consistently rip along at between 9.5 and 10.5 knots. When hit by a gust, she accelerated instead of heeling. It



— ISLANDS OF YOUR OWN

was during this sail that they took the one and only full blast of spray back in the cockpit. The rest of the time she was dry as a bone.

On their last day, they raced Jean-Francois and Lydie's old boat, the Beneteau 62 Bogie, 12 miles from the tip of St. Barts to Oyster Pond. It was blowing 16 to 18 knots on the beam with a rolling sea, and *Vision* slowly and steadily pulled away from the



The view from the aft shows how the Mooring 5700 flares out aft to provide flotation for the heavy diesels.

monohull, averaging about 10 knots. While doing this, she was sailing flat while the monohull rolled with the swell and the puffs. Jean-Francois admitted that *Bogie*, because of her superior pointing ability, would probably best *Vision* on a beat, but that the catamaran would enjoy a marked advantage on all other points of sail.

But the most telling example of performance happened when she came

around a point after leaving the Columbie anchorage. The *Wanderer* and the *Wanderette* were jabbering up near one of the bows, the main was up with the engines running, and *Vision* was moving along at six knots in 10 knots of breeze. The *Wanderer* walked aft and asked Jean-Francois if he would mind unrolling the jib and turning off the engines in order to sail. "We are sailing," the Capt. laughed. "I'm only using the engines to charge the batteries and run the refrigeration." The *Wanderer* couldn't believe it; main alone in a light breeze, and the boat would have done 150 miles in 24 hours.

Additionally indicative of how much the *Wanderer* and *Wanderette* enjoyed *Vision*'s sailing capabilities is the fact they never motored even the shortest distance. Why motor when it's so much fun to sail?

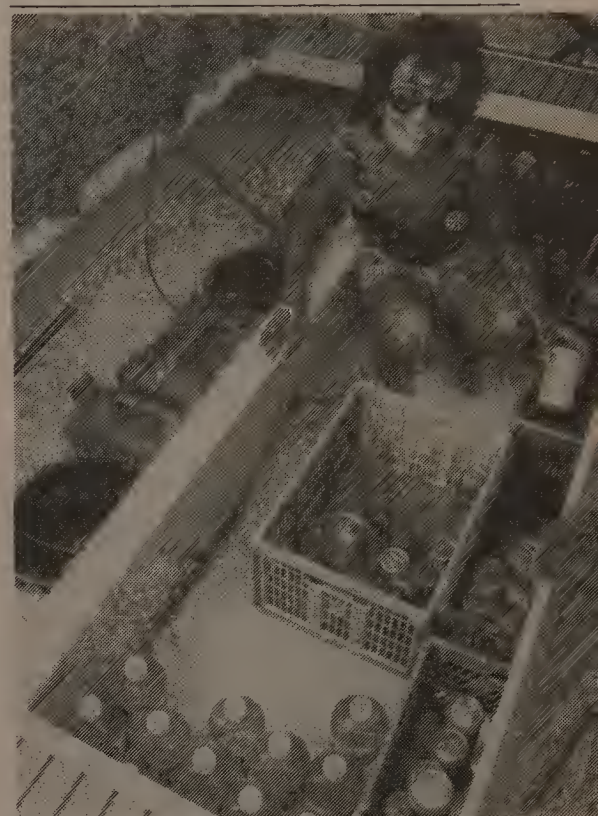
And, so easy to sail!

The hardest job on any multihull — because the mains are extra heavy and because the full battens are under substantial compression — is raising the main. On a 42-foot cat, it's like raising the main on a 70-foot monohull. On a 57-foot cat, it's darn near impossible — except when you have what *Vision* has: an electric winch. With this wonderful tool, raising the main was a matter of lightly pressing a button with a toe and effortlessly tailing. To lower the main, it was only necessary to let the halyard run free, and the sail merrily plummeted into a neat pile between the lazy jacks.

The jib was small enough that unfurling and furling were easy. Unlike several competing types of catamarans, the Mooring 5700 rig is powerful enough to sail well with just a self-tacking 'Solent' jib rather than an overlapping genoa. As a result, tacking was as simple as turning the wheel. The *Wanderette* could have done 30 singlehanded tacks an hour for an entire afternoon without working up a sweat.

Given such exhilarating sailing with so little effort and while always sailing flat, the *Wanderette* missed the classic looks of a wooden schooner — but nothing more. "I never dreamed I would ever say this," she said, "but I really liked the cat. But if I hadn't sailed on her, I never would have believed it."

The *Wanderer* loved the way the cat's hulls sliced across the tops of waves rather than pushing through them like a monohull, because it reminded him of surfing. On the way back to Oyster Pond, boats must pass over shallow water on the lee shore, an area where the swells get steep. With the



'Vision' has a massive amount of storage. The locker beneath the cockpit, for example, holds fuel, cases of drinks — and a big sailboard!

Wanderer and *Wanderette* casually standing on the bow, *Vision* took off down a small wave at what must have been to 15-knot burst. Cowabunga!

During the *Wanderer* and *Wanderette*'s stay aboard *Vision*, Jean-Francois and Lydie were excellent hosts. *Thirty feet(!)* is an incredible amount of beam. *It's a long walk across the back of the boat from one steering station to another.*



BIG CATS

Jean-Francois answered all questions, allowed us to do all the sailing, and was perpetually eager to sail. "I don't understand some people," he said, "they come down and just want to motor around." As for Lydie, her cooking was terrific — and she worked magic at selecting wines and cheeses. There were some minor troubles in communicating with the French couple, but these were far more than compensated for by their terrific company — and the great discussions they had about the differences between French and American cultures. *Vive la difference!*

If this sounds like an unqualified endorsement for charters on a big cat like *Vision*, it certainly is. Nonetheless, there were a few minor drawbacks about this boat in particular and cats in general worth noting:

1) The twin steering stations are at the aft of the 57's cockpit to keep out of everybody's way. Positioned as such, the helmsperson can't quite see over the awning or under it. He or she must move around to get a complete view of what's ahead.

2) When beating into 25 knots and five-foot sloppy seas, the jolting motion toward the front of the boat becomes severe and water slaps hard and loud against the hulls. The *Wanderette* became seasick almost



Bye bye 'Bogie'. Lydie watches as her new catamaran leaves her old 62-foot monohull in her wake on the way from St. Barts to St. Martin.

instantly after entering one hull. Any catamaran sailor can tell you the simple remedy: take your foot off the pedal. The further back on the cat, the smoother the motion.

3) Monohull sailors will be disappointed that there's little 'feel' when steering a cat;

you pick a compass course and she heads that way in a straight line. It's like driving an — ugh — stinkpot.

4) Because of the angle of the salon windows, they must be covered to prevent the salon from becoming like a greenhouse. As a result, you miss one of the great potential features of a cat: being able to see 360° while seated in the salon. This is a problem common to almost all cats.

5) For whatever reason, the trampoline on *Vision* seemed to consist primarily of stiff knots that were too hard to stand on — let alone lie down on. A unusable trampoline on a cat is a crime, so we presume The Moorings is looking into making amends.

Big cats are expensive to build and thus not the least expensive boats to charter. But if you get a group of eight, the price per person drops to within reason for many — especially those planning special family or celebratory charters.

If John Donne were alive today, we're certain he'd recognize the value of a big cat charter, for the blend of performance and comfort is nothing short of poetry.

— latitude 38

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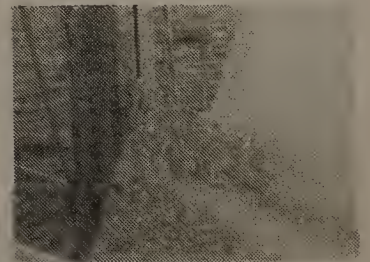
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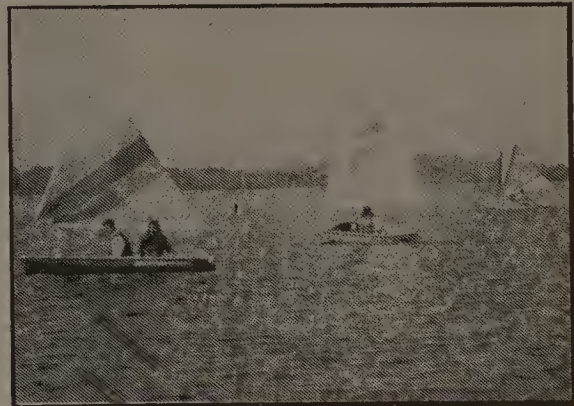
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*With reports this month on the arrival of the **Queen of the J-Class sloops**, amazing **tales from the charter locker**, two views of **Alaska bareboating**, thoughts on **chartering 'Downeast'** as well as miscellaneous **Charter Notes**.*

The Best Looking Lady at the Ball

Without a doubt, one of the sweetest yachts on the planet today is the impeccably restored J-Class sloop *Endeavor*. Although based in Newport, Rhode Island, she's been turning heads at the America's Cup trials since March while providing the ultimate observation platform for a very select group of spectators. But after the coveted Cup is finally awarded this month, she'll set sail for the Bay, then north to Alaska where she'll be available for charter in the Inside Passage.

Built by Camper and Nicholson in 1934 to compete for the 1934 America's Cup, she is as awe-inspiring today as she was at the peak of her celebrated racing career. At 130 feet overall, she is the archetypal survivor of a bygone design era characterized by graceful lines, flush decks and gargantuan cutter rigs — she carries 6,000 square feet of working sail on her 165-foot aluminum mast.

To see her today, buffed and polished to perfection, one could never imagine the extremes she has suffered since retiring from the British racing circuit prior to World War II. She was sold to a scrap merchant in the late 40s, then rescued hours before destruction. She sank in Cowes in the 70s, only to be refloated by two carpenters who bought her as salvage for a mere 10 pounds!

When Elizabeth Meyer — a visionary American yachswoman — found *Endeavor* years later, she was a rusting hulk stripped of her keel, rudder and interior. But after a five-year, 10 million dollar refit at the famous Royal Huisman yard in Holland, she emerged from disgrace as the prettiest lady at the ball.

iating in the grandeur of her museum-like quarters. Up to eight guests are accommodated in four luxurious cabins, including a full-width master suite with a king-size bed and a tub! Toys include windsurfers and scuba gear.

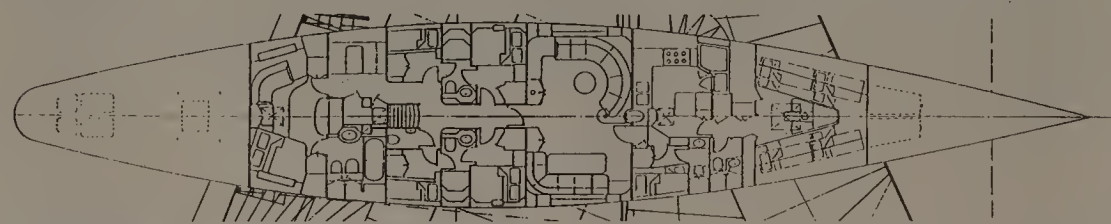
After returning to San Diego in the fall, this classic thoroughbred will embark on an around-the-world cruise (January, 1996) with stops at Galapagos, the Marquesas and other South Pacific dream ports. If ever there was a charter yacht worth selling the ranch to ride on, this may be it.

— latitude/aet

If Boats Could Talk: 'True Chartering Confessions'

In every workingman's bar, weary wage earners punctuate the ritual of elbow bending by retelling the day's events, often focusing on laughable blunders and wacky antics which illustrate human frailty. In the yacht charter trade it's certainly no different. When charter yacht captains and crews take refuge between charters at their favorite watering hole, the true confessions they tell often draw a crowd. Unsuspecting charter guests seem to give them endless material for 'storytime' — and the best tales are often completely true!

We offer a selection of our favorites here, not only as entertainment, but as a warning. You see, one of the only real challenges of chartering is not to do anything horrifically stupid or asinine. Because if you do, some merciless yachting journalist is bound to capture it in print and ridicule you shamelessly before an audience of thousands. We



Although built to race, the rebuilt 'Endeavor' offers guests elegantly appointed private cabins; she sleeps eight in heavenly comfort.

Today she is available to well-heeled charter guests, who shell out \$60,000 a week (plus expenses) for the privilege of luxur-

give you fair warning.

Everybody knows someone who's walked off a dock into the drink while staring up at a mast top. But we're talking about *really* ludicrous stuff. Take the favorite tale of a mechanic friend — we'll call him Johnny —

who used to run the chase boat for a Tortola bareboat company. He was steaming back home to Road Harbour just before twilight when he spotted one of his company's boats a half mile ahead. The sails were all set and seemed to be pulling nicely, the hull was slightly heeled and the helmsman seemed to be steering quite attentively, yet something just didn't seem right.

As our young mechanic idled up astern of the big sloop, he heard the familiar sounds of Caribbean Calypso blasting from the cabin-top speakers. Several bikini-clad ladies and shirtless gents lined the cockpit, with beers and cocktails in hand. Johnny cried "Ahoy there!" and the skipper returned his hail with a smile and a crisp salute, while his jubilant crew raised their glasses in a toast of friendship.



COURTESY 'ENDEAVOR'

to be nothing sinister, but revealed an experiment that was a bit less than scientific. It turned out this otherwise sophisticated lady had been awestruck by the incredible turquoise blue of the Caribbean's sandy anchorages. "Each one seems bluer than the one before," she said. "So I decided to take water samples back to show my friends back home." Upon examination though, she realized "something about these jars" had taken the color away — her beautiful azure-blue water had simply gone clear. Ah . . . yeah. Would someone pass me that physics textbook with the chapter on refracted light? True story.

The same captain tells a tale about a nice middle-aged charter guest who was marveling at the beauty of a string of verdant cays and islands during cocktail hour, when suddenly she asked in all sincerity, "Are those islands always in the same position, or do they move around with the seasons?" Whatever they put in that rum punch should be illegal!

And recently we heard one about a charter guest who became annoyed with the 'wasted' time it was taking to refill her yacht's water tanks. "I don't understand why we have to waste time doing this at the fuel dock," she snapped. "If we run out of water, why can't we just refill our tanks from the spigot in the galley?" Did we mention there is no I.Q. requirement to charter a crewed yacht?

Then there was the guy who chartered a privately owned sloop, sight unseen, for a three-month charter. He arrived in St. Thomas with an inflatable dinghy (having been informed that the boat's tender had apparently been stolen) as well as a seabag full of swim trunks, T-shirts and dive gear, eager to experience the 'good life'.

Our young adventurer soon found out, however, that the boat was a bit more run down than the absentee owner had let on. Several weeks into the arrangement, he'd had his share of fun, but he'd also been saddled with more maintenance chores than he'd bargained for. He was fed up with boatwork — this was supposed to be a vacation! So when one of the seacock hoses sprung a leak, he said, "Screw it. Let the owner fix it!" And with that he jumped into

on a coral reef?"

True story, and soooo embarrassing.

And then there's this really unbelievable tale — also verifiably true — about the 'jar lady'. You see, on the first afternoon of a luxury crewed charter, one of the lady passengers came to the galley and politely asked the cook if she could spare an empty jar with a lid. Since few yacht provisions come in jars, this request was a bit difficult to fulfill, but after a bit of scrounging the cook was able to oblige.

The next afternoon the lady came to the galley again and asked for another jar. Again, with some difficulty, the cook managed to scrounge one up. By the third day, though, both the cook and the captain had become intensely curious and when the lady came to the galley for the third time they finally had to ask. "What are you using those jars for anyway?" The answer proved

Few yachts, modern or antique, have inspired more awe than the sleek, sexy J-Class sloop, 'Endeavor'.

"Everything alright?" Johnny hollered.

"Couldn't be better. We're having a glorious sail, thanks." The boat bobbed gently side to side, rocked by the oncoming swells.

"How 'bout your steerage? Everything feel solid?" Johnny queried.

"Like a rock!" came the answer.

"How 'bout your speed? Sails seem to be drawing nicely."

"We're just bounding right along. Should be to Road Town in no time. Care to join us for a rum punch?"

"Ah, no thanks," said Johnny. "It looks like I've got a bit of work to do. Speaking of which, did you know you're hard aground

his dinghy, cast off and just let the yacht slowly sink to the depths of Pillsbury Sound.

The only problem was, he forgot his oars. The next morning onlookers lining the docks at Red Hook were dumbfounded to see an extremely sunburned man stretched out flat in an inflatable dingy, stroking intently toward the fuel dock with a flip-flop in each hand. Upon arrival, he simply hauled out his craft, deflated and rolled it, put it under his arm and hailed a taxi for the airport with a soggy ten-dollar bill. He was never seen again. True story.

A final favorite is the one about a Saudi Arabian prince and princess who chartered a gazillion-dollar motoryacht out of St. Thomas for their honeymoon. Before their arrival, the crew was instructed to spare no expense in procuring the finest gourmet delicacies, the choicest vintages of French wine and the most excellent liquors. For days the chef and his assistants poured over elaborate recipes and fine-tuned their menus in anticipation of putting on the most elaborate show of their careers.

When the royal honeymooners finally arrived, clothed in flowing white robes and surrounded by an entourage of servants and bodyguards, the yacht had never looked better: her helicopter sparkled on the flight deck and the freshly waxed hull glistened in the tropical sun. Lined up on the foredeck, the crew looked impeccable in their starched white uniforms with crisp golden epaulets.

As soon as the guests were settled, the yacht motored off toward a tranquil cove where an elaborate luncheon was to be

When charter skippers congregate at waterside bars like The Bridge on St. Thomas, their 'battle stories' always draw a crowd.

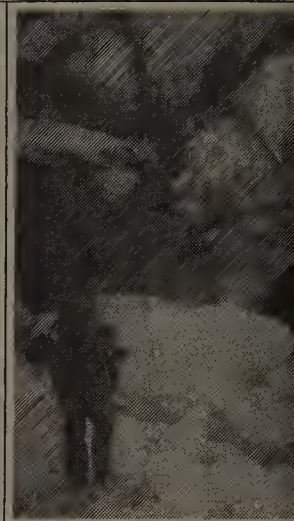


served. Eager to show off his culinary prowess, the chef laid out an amazing array of gourmet treats: the finest Russian caviar, tender smoked salmon flown in from Norway, specially cured beef shipped on ice from New York and a sculpted garden of

MISCOVICH (CENTER)

BOB HULL

J. & K. MISCOVICH



fruits and vegetables worthy of a culinary trophy.

But alas, the chef's best efforts were an utter failure. After surveying this spread of earthly delights, the princess approached the chef expressionlessly and asked, "Could I please have a tunafish sandwich?"

"Ah . . . tunafish?" he said, then went silent. His heart sank. He was devastated. For he knew without a doubt there wasn't a single can of tuna anywhere in his galley — he wouldn't have allowed such crude, unrefined fare on a yacht of this calibre. True story.

Heard any good ones lately? Drop us a line and perhaps we'll include them in our next installment of 'True Confessions from the Charter Trade'.

— latitude/aet

Chartering Prince William Sound: Layer Up and Enjoy

Three cheers for your excellent feature on Alaska Sailing, "Have Heater, Will Charter" (July '94 issue). We agree wholeheartedly with its content.

Since our first charter with Jim and Nancy Lethcoe (of Alaska Wilderness Safaris) back in the '80s, we've had the pleasure of joining

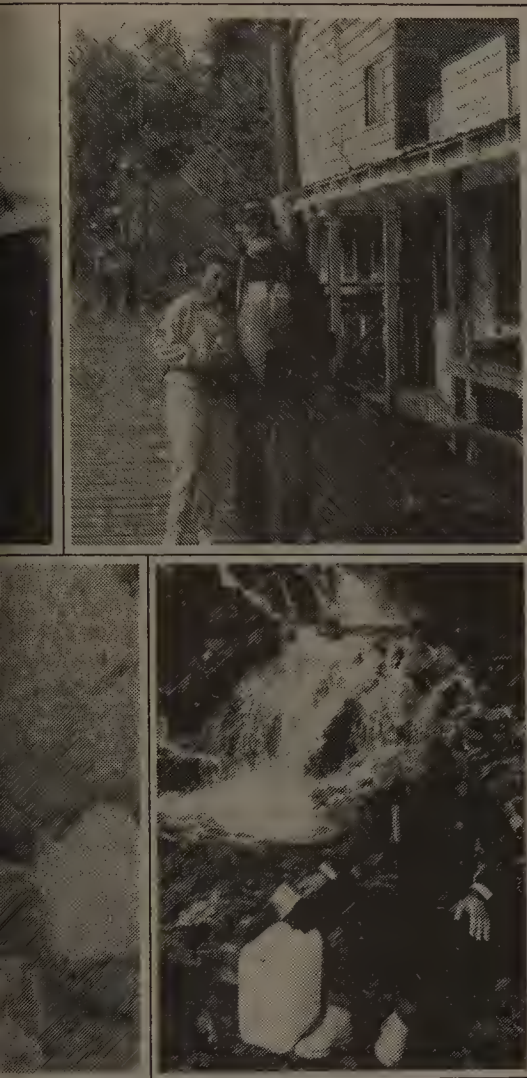
(Clockwise from upper left) You can bet there'll be plenty of meat in 'dem' bones; cruising Alaska style (note the snow shovel); promenading Pelican's rustic boardwalk; stocking up on pure Grade 'A' glacier melt; waltzing through the 'bergie bits'; sailing in the shadow of giants.

their flotillas on several occasions, and have gotten to know them personally. We've cruised Prince William Sound with the Lethcoes as well as with our good friend, Paul May, who sailed up from San Francisco via Hawaii.

As you summed up in your article, sailing in Alaska is not for wimps. But if one has a spirit for adventure and an intense love of nature — including the elements — it is a must for your sailing 'wish list'. When it comes to 'dress code', layer, layer, layer is the answer. And then top the layers with good foulies, because in general it rains a lot! However, that's what makes the area so spectacular; and when the sun does shine, you really appreciate it. In fact, on a cloudless day it can get downright hot — which will give you a chance to rediscover your birthday suit!

We found, though, that the air temperature in Prince William Sound doesn't seem that much different from sailing on the Bay, as long as you don the layers and — most importantly — stay dry. With all the

COURTESY RAMADA YACHT HAVEN



BOB HULL

BOB HULL (CENTER)

J. & K. MISCOVICH

and are extremely knowledgeable about the Sound. In fact, we loved our chartering experiences here so much we're now outfitting our own boat for permanent residency in the Sound after we retire!

— john & karyn miscovich
san leandro

Exploring Glacier Bay: Home of the 'Natural' Light Show

The highlight of our bareboat trip to the Glacier Bay area of Southern Alaska last summer was seeing the aurora borealis — the 'Northern Lights' — from Swanson's Harbor. One night this spectacular natural show lasted for four or five hours!

During our two-week trip, we spent four days in Glacier National Park and traveled to wonderful places like Funter Bay, Elfin Cove, Swanson Harbor, Hoonah and the town of Pelican. The latter is a boardwalk fishing village stuck on a cliff side with a fish cannery, a store, showers and the favorite watering hole, Rosie's Bar & Grill.

Instead of letting me ramble on about exactly where to go and what to see, I suggest you get up there and see it for yourselves — and plan for a minimum of two weeks. Let me pass on a few tips about packing. Flannel lined jeans and silk longjohns from L.L. Bean are great. Instead of Henry Lloyd or similar heavy gear, get a rain suit with a hooded jacket. Bring your sailing boots and a hat with ear flaps (an 'Orca' from West Marine works great), as well as insulated ski gloves, a heavy wool sweater, a down jacket and a couple of wool shirts.

Since everything in Alaska is expensive, we brought two large ice chests full of costly items like meats, liquor and special vegetables. In Glacier Bay we filled them with 'bergie bits' — floating chunks of glacier ice, and on the trip home we filled the chests with frozen fish.

With 20-foot tides and 10-knot currents in the Alaska panhandle, it's a good idea to do a little advance planning, but navigating is relatively straightforward.

We took our trip at the end of August and in early September, although July is probably more ideal for weather. You'll need to reserve far in advance (by contacting Glacier Bay National Park, Gustavus, Alaska) as only 25 boats are allowed in the Bay at a time. We only saw two other boats there during our visit. It's not Mexico, the

Caribbean or the Greek Isles — this is Alaska, a magnificently different world!

— bob hull
san leandro

Ed. note — Chartering in Alaska isn't for everyone, but then neither is sailing on the Bay! We think hearty souls with a true appreciation for nature will love it. For more info, call Alaska Wilderness Sailing Safaris at (907) 835-5175, Waltzing Bear Sailing Charters at (907) 747-3608 or 58° 22' North Sailing Charters at (907) 789-7301.

Which Way is 'Downeast': Chartering the Coast of Maine

Last month we sang a few notes in praise of the specular traditional schooner fleets that ply the coastal waters of Maine. Two local readers, Liz and Joe Courier, backed up our claim that for peaceful gunkholing in beautiful surroundings, the waters of Penobscot Bay and points further 'downeast' comprise one of the world's finest cruising grounds.

Although June and late September are bound to bring heavy fog, the peak of the cruising season — from late July through mid-September — yields predictably warm days with steady southeasterly breezes of 15-18 knots. Sea conditions are generally flat thanks to myriad protective islands that pepper the region.

Having sailed these waters extensively, Liz and Joe can testify that even in mid-

Along the windswept coast of Maine, a well-tended system of markers and lights make navigation remarkably easy and safe.



COURTESY ED ELVIDGE

August it's easy to find a serene anchorage all to yourself. In populated areas, many are watched over by a stately historic homes, perched amid vast green lawns which cascade down to the water's edge.

A bit of planning is essential, as tides rise

magnificence surrounding you, you don't tend to dwell on the temperature anyway.

In these latitudes, after you drop anchor for the evening, you'll go below, stoke up the heater and discuss the day's sightings of otters, bald eagles, whales, orcas and others. When you need ice, you simply sail in toward a tidewater glacier, get in the dinghy and set out to scoop up a piece of a 1000-year-old glacier for your ice box. If you run low on water, you simply dinghy over to a waterfall which comes straight off a mountain snow field.

In August and September you can dinghy ashore and find scrumptious wild blueberries and salmonberries waiting to be picked — but be sure to make lots of noise in order to keep the bears at bay! Another favorite activity is sitting in the dinghy at the head of a stream full of migrating salmon and watching bears gorge themselves before heading for the hills to hibernate.

The charter base for AWSS is at Growler Island (near Valdez), which is a wilderness camp used by kayakers and nature buffs. Nearby is the spectacular Columbia Glacier, the largest in the Sound, making this area an awesome starting point for an Alaskan sailing adventure.

We highly recommend sailing with Jim and Nancy Lethcoe; they're great people

WORLD OF CHARTERING

and fall as much as 12 feet, but navigation is generally line-of-sight and waterways are always extremely well marked. Our correspondents talk of well-balanced itineraries where visits to quaint storybook villages are contrasted by nights of solitude at the edge of an evergreen forest.

If you book with ample lead time, you'll find plenty of late-model fiberglass bareboats to charter in addition to a vintage fleet of lovingly restored wooden yachts such as vintage Concordias and Hinckleys — only here in 'wooden boat heaven' would you find such dedication.

Pick up a copy of the excellent Maine Cruising Guide and you'll realize the potential for months of pleasant cruising. Then we advise you make your reservations now, while the prime weeks are still available and the lobsters are biting!

Charter Notes

The scuttlebutt around Bay Area sailing clubs is that early spring has been conspicuously quiet — everybody must have run off to the ski slopes! But now that the days are getting longer and the skies have finally stopped pelting us with torrents of rain, it's time to think about dusting off your sailing



COURTESY ED ELVIDGE

Ghosting along on a gentle breeze, an impeccable 'Downeast' schooner cuts a classic silhouette.

togs and getting back out on the Bay for some exhilarating stress reduction.

Yacht clubs are hosting weekly 'beer can races' — where outsiders are normally welcome — and virtually every sailing school

and club is gearing up for a busy season of instruction and on-the-water social events.

Crewed yachts too are shaking off their moth balls, as owners dream up innovative new marketing ideas to entice new clientele. One case in point is the modified Ocean 71 **Second Life** which has just begun two-hour weekday lunch cruises as well as Wednesday and Friday night sunset cruises (the latter timed to watch the 'beer can' competitors). But their most novel offering is a series of on-board wine tasting hosted by premier California vintners, in combination with gourmet dining at the Gate 5 Restaurant. Call 332-3205 or 707-762-5341 for details.

Elsewhere in the world of yacht chartering, well established companies are forming alliances and expanding into new ports of call. **Annapolis Sailing School**, one of the country's oldest sail-training institutions, has formed a liaison with the French charter giant **Stardust Yachting**, to offer cruising and bareboat prep courses at Stardust locations on St. Martin and Martinique — the concept is 'vacation while you learn'!

Meanwhile, the well-known British charter firm **Sunsail** has expanded its international reach by inaugurating its first U.S. base at Annapolis, Maryland — its 35th worldwide!

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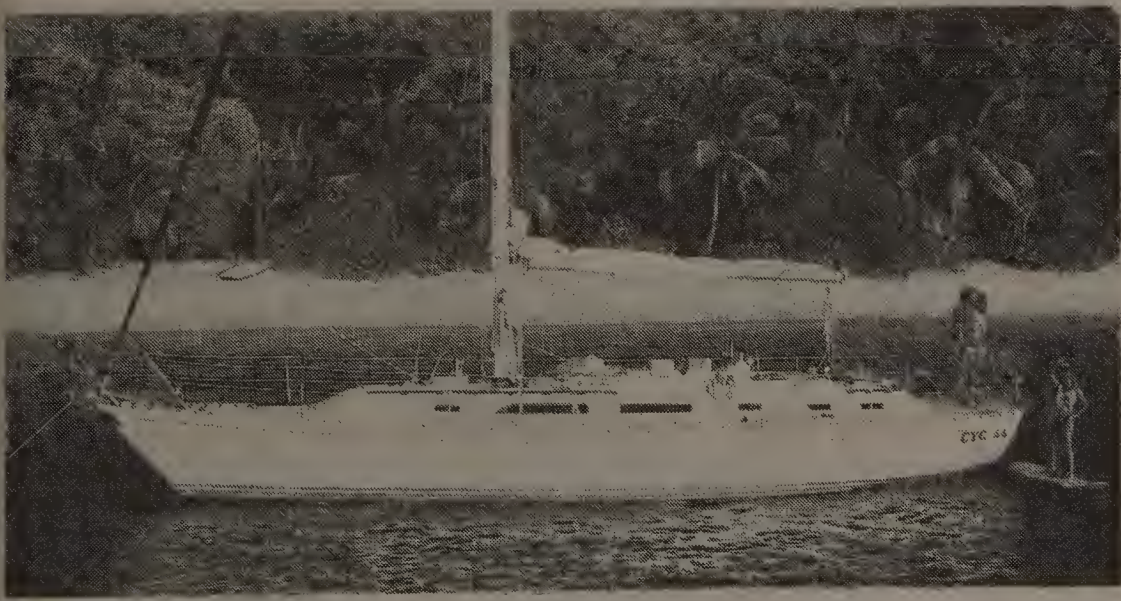
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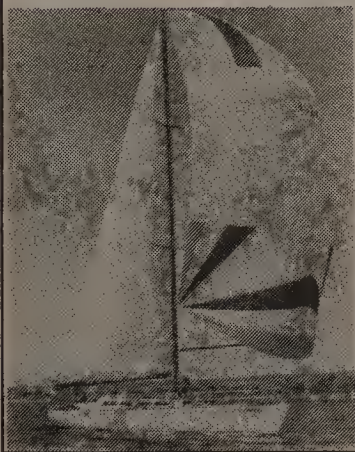
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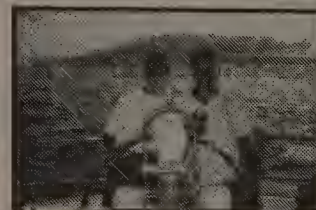
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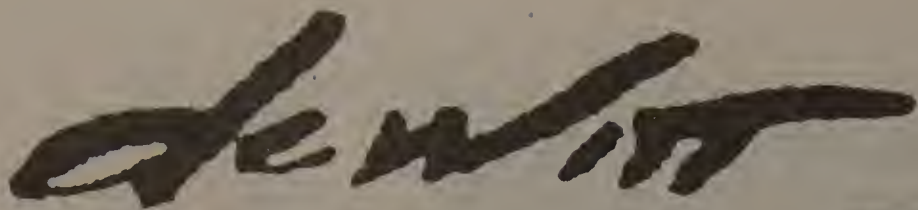
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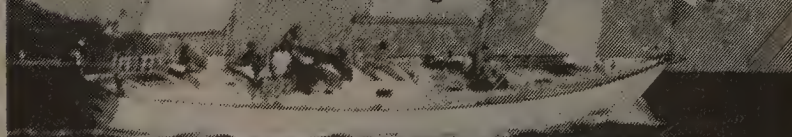


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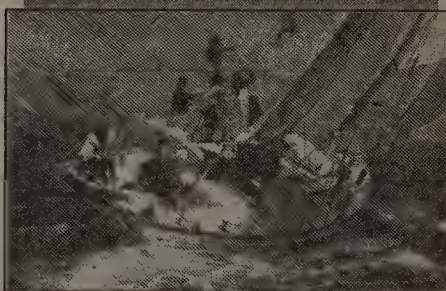


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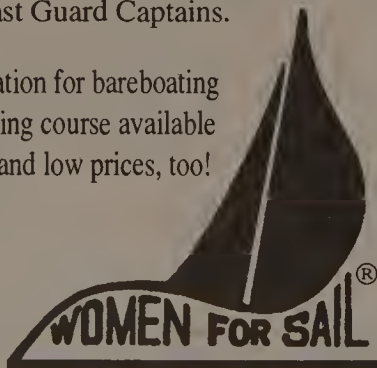
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THE RACING

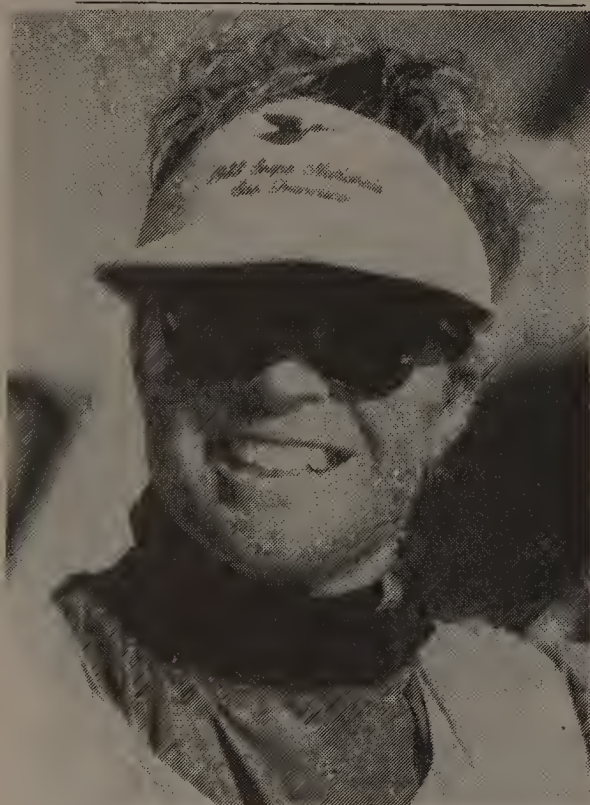
With reports this month on the **Laser NorCals** in Santa Cruz, the bumpy **Doublehanded Lightship Race**, the one design **Resin Regatta**, the difficult **Doublehanded Farallones Race**, the **Citibank Spring Cup** at Pier 39, the 'crude' **Lightship Race**, the lightly-attended **Commodore's Challenge**, a look at the new 'super sleds', a whole bunch of 'box scores', and the usual leftovers at the end we euphemistically label 'race notes'.

Laser NorCals

Twenty-two youthful 'pagans' spent Easter Weekend (April 15-16) contesting the Laser Northern California Championship in the shadow of the almost world-famous Santa Cruz Beach Boardwalk. Winning the four-race series with a 4,1,1,1 record was homeboy Morgan Larson, just back from conducting a huge California International

about the victory. "I haven't raced Lasers for about a year," he said. "Basically, I just got lucky!"

Conditions were unusual for Santa Cruz due to several nasty storm fronts that rolled through. Rather than the reliable 15-20 knot westerly, winds were shift and quite gusty, peaking at 30 knots in Sunday's second race. Though several sailors were overwhelmed and headed in early, there were no gear failures, torn sails or blood spilled. "Just another race in Santa Cruz," claimed competitor Jonathan Howell.



LATITUDE/ROB

Good news: Capitola's Morgan Larson had a great month, winning the Laser NorCals and taking second in the Citibank Spring Cup.

Sailing Association (CISA) clinic in Long Beach. Finishing just half a point behind was up-and-coming Matt McQueen of Danville, another local product. A trio of expatriates (Andrew Holdsworth, Simon Bell, Madhaven Thirumalai) rounded out the top five.

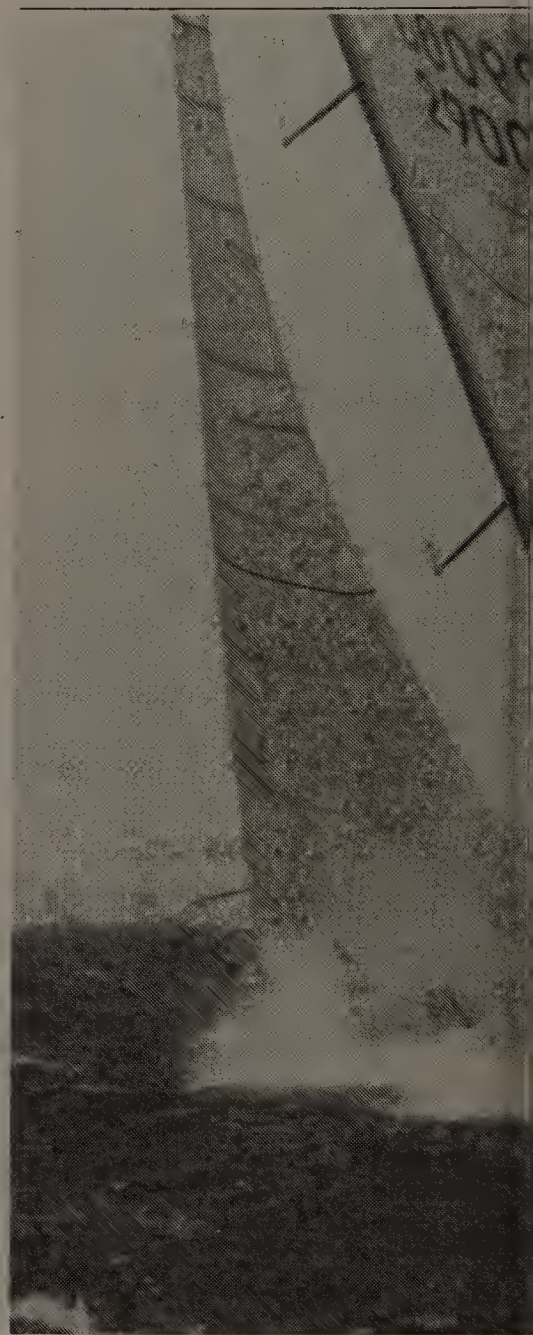
Larson, presently working as a sailing coach and part-time employee of the new Halsey Sails loft in San Mateo (formerly Leading Edge Sails), was typically modest



LATITUDE/ROB

Bad news: James Fryer's Wylie 34 'Cheyenne' was dismantled in the Doublehanded Farallones Race. "Hello, Allstate? Heh, heh. . ."

1) Morgan Larson, 6.25 points; 2) Matt McQueen, 6.5; 3) Andrew Holdsworth, 13; 4) Simon Bell, 20.5; 5) Madhaven Thirumalai, 23; 6) Annalise Moore, 36; 7) Rob Maxim, 37; 8) J. Henderson, 38; 9) John Callahan, 41.5; 10) (tie) Kim Hall and G. Swinton, 47. (22 boats)



Doublehanded Lightship

Mother Nature threw an April Fool's joke at the 95 starters of Island YC's popular 25-mile Doublehanded Lightship Race on the sunny day of April 1. From a light air start at 8 a.m., the northwesterly wind built steadily into the high 20s, with occasional gusts higher. Combined with the larger-than-normal spring ebbtide runoff, there were monster moguls in the Potato Patch and South Bar. After the mostly mellow mid-winters, it was a nasty wake-up call for many boats — 28 dropped out in the bumpy going past Point Bonita. "You gotta know your limits," commented Tim Stapleton of *Chaos*. "My Ranger 23 suddenly seemed really, really small out there!"

'Mom' also showed a complete lack of respect for last summer's SSS TransPac record setters: Stan Honey's Cal 40 *Illusion*



LATITUDE/ROB

'Sweet Okole' lookin' good in the Doublehanded Lightship Race. Inset, two unknown soldiers bouncing their way to the Bucket.

was dismantled on the way out when the wall of their single-spreader mast section failed. Despite the rough conditions, Stan and Sally Lindsay brought the boat home with barely a scratch. "We considered upgrading to a carbon fiber rig," said Honey. "But we went into sticker shock when we found out it would cost about \$30,000."

Peter Hogg also had his problems: his Antrim 40 trimaran *Aotea* shredded its kevlar mainsail about two miles shy of the temporary Lightship. "It had over 15,000 miles on it, so it didn't owe me anything," commented Hogg, who had a new mainsail waiting at Pineapple Sails anyway. "I was more upset to lose my *Latitude* 38 hat overboard!" Unfortunately, this was just the

beginning of a really bad month for Peter (see pages 128-130).

At the head of the fleet, winning by over three minutes, was Jim Coyne's red Express 27 *Dragon Lady*. Coyne and his sailing partner Greg Paxton don't sail that much anymore, but when they do — look out! The duo was first out the Gate, playing the shifty early going perfectly to establish a corrected time lead that they never relinquished. They flew home, finishing in 3:54:39 behind only three other monohulls, *Revs*, *Phantom* and *Stray Cat*.

With *Aotea* out of the race, multihull line honors fell to Dan Buhler and Jim Antrim on the Antrim 30+ *Erin*. They also won on corrected time, their first ocean victory. "We've made some changes that have made us faster, and we're starting to sail the boat better," claimed Antrim. Buhler will have more than a trophy to remember the day by:

he got bonked over the left eye by the clew-board as they reefed the boomless mainsail, and bled profusely. An emergency room doctor himself, Buhler went to the hospital immediately after the race for stitches, presumably cutting to the front of the line. "I halfway expected Dan to whip out a sewing needle and some dental floss and patch himself up as we sailed in," quipped Antrim.

DIV. A (multihull) — 1) *Erin*, Antrim 30+, Dan Buhler; 2) *Otra Vez*, Piver 32, David Custodio. (4 boats)

DIV. B (ULDB) — 1) *Dragon Lady*, Express 27, Jim Coyne; 2) *Anna Banana*, Moore 24, Joe Durrett; 3) *Stray Cat*, Olson 30, Pepe Parsons; 4) *Run Wild*, Olson 30, Albert Holt; 5) *Tsiris*, Olson 29, Dan Nitake; 6) *Hoot*, Olson 30, Andrew MacFie; 7) *Revs*, Ross 10.66, Jeff Gething; 8) *Deflance*, SC 40, Steve Pringle; 9) *Desperado*, Express 27, Mike Bruzzone; 10) *Pegasus XIV*, Newland 368, Dan Newland. (25 boats)

DIV. C (0-132) — 1) *Limelight*, J/105, Harry Blake; 2) *Punk Dolphin*, Wylie 39, Jonathan Livingston; 3) *Shunga!*, J/80, Seadon Wijsen; 4) *Jarlen*, J/35, Ruth Suzuki; 5) *Phantom*, J/44, Jack Clapper; 6) *Carnaval*, Santana 35, Bill Keller; 7) *Sweet Okole*, Farr 36, Dean Treadway; 8) *Culebra*, Olson 34, Craig Riley; 9) *Alert*, Wylie 36, Mike Lingsch; 10) *Ozone*, Olson 34, Carl Bauer. (30 boats)

DIV. D (132-167) — 1) *Rumbleseat*, 30 Meter, Bruce Schwab; 2) *Moonshadow*, Wylie 31, Wayne Behrens; 3) *Orange Blossom Special*, Beneteau 35.7, Edward English; 4) *Siva*, Olson 25, Gal Bar-Or; 5) *Ione*, J-30, Peter Molnar. (18 boats)

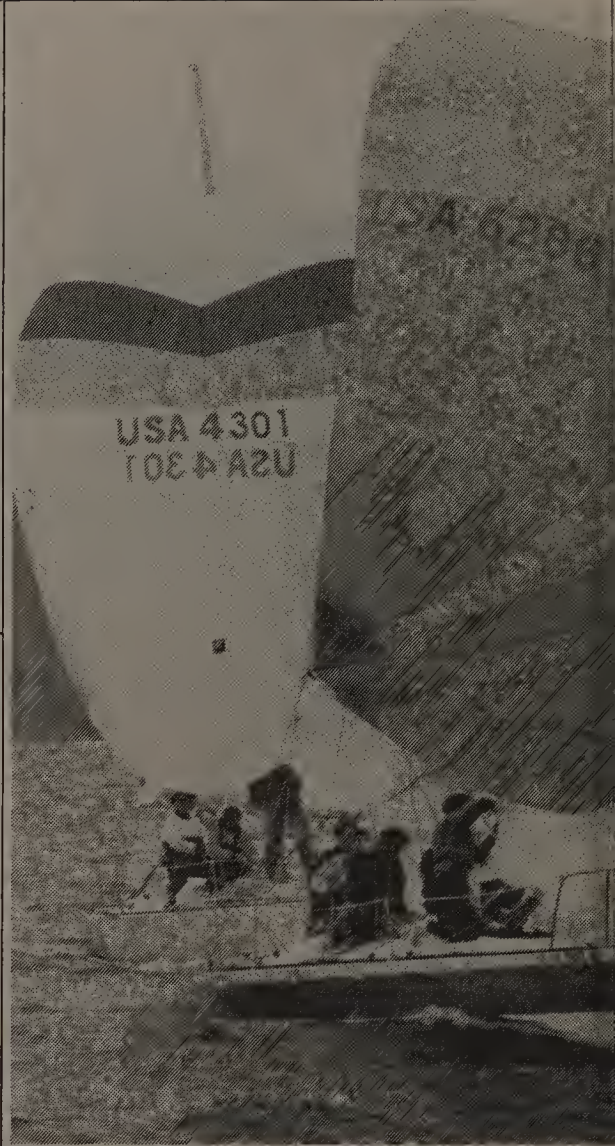
DIV. E (168-197) — 1) *Emerald*, Yankee 30, Peter Jones; 2) *Double Agent*, Merit 25, Ron Landmann; 3) *Chesapeake*, Merit 25, Jim Fair; 4) *Current Asset*, Islander 30 Mk. II, John Bowen; 5) *Tiger Beetle*, Newport 33, Rob Macfarlane. (12 boats)

DIV. F (198-up) — 1) *Riff Raff*, Santana 22, Erik Menzel. (6 boats; all others DNF)

OVERALL — 1) *Dragon Lady*; 2) *Anna Banana*; 3) *Stray Cat*; 4) *Run Wild*; 5) *Tsiris*; 6) *Limelight*; 7) *Hoot*; 8) *Rumbleseat*; 9) *Revs*; 10) *Punk Dolphin*. (95 boats)

Resin Regatta

San Francisco YC's Resin Regatta, a traditional spring tune-up series for various fiberglass fleets, attracted 115 boats in 12 fleets. The newer, higher performance boats — basically the One Design Union (ODU) fleet plus a few Olson 30s — sailed on the Olympic Circle, while their more mature counterparts stayed on the Harding-Knox venue. Three races were sailed over the weekend of April 8-9, with conditions ranging from a white-out squall on Saturday



to a gentle breeze on Sunday.

We'll let the accompanying pictures tell the rest of the story. Top finishers follow:

OLYMPIC CIRCLE:

11:METRE — 1) **Cindy**, Howard Shiebler, 6.75 points; 2) **Rosebud**, Seadon Wijzen/Tom Scherer, 8.75; 3) **Blitzkrieg**, Dennis Rowedder, 11; 4) (tie) **Pier 23 Cafe**, Mik Beatie, and **Ronstan**, Mike Ratiani, 15. (11 boats)

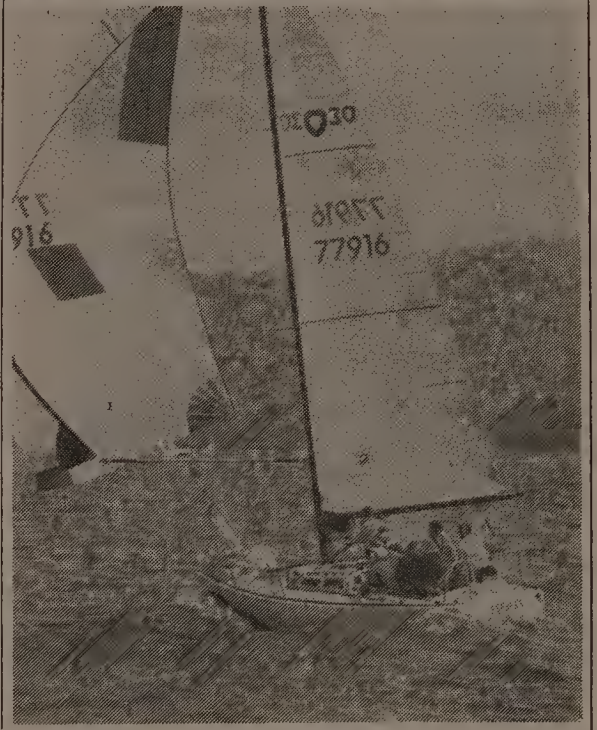
OLSON 30 — 1) **Hoot**, Andy MacFie, 3.5 points; 2) **Dragonsong**, Tom Knowles, 7. (4 boats)

ETCHELLS — 1) **Six Hundred**, Hank Easom, 4.5 points; 2) **Mr. Natural**, Bill Barton, 5.75; 3) **Celebration**, Henry Fisher, 11; 4) **Hi Five**, Kers Clausen, 16; 5) **No Name**, Bob Park, 20. (12 boats)

MELGES 24 — 1) **Casey Jones**, Don Jesberg, 3.5 points; 2) **Sabotage**, Bill Columbo/Jeff Thorpe, 8; 3) **Mary Don't Surf**, Mark Eastham/Hans Williams, 9.75; 4) (tie) **Smokin'**, Dave Oliver, and

Batteries Not Included, Tony Pohl, 14. (13 boats)
EXPRESS 27 — 1) **Abigail Morgan**, Ron Kell, 2.25 points; 2) **Archimedes**, Dick Swanson, 10; 3) **Moonlight**, Jim Gibbs, 13; 4) **Baffett**, Baffico/Baskett, 15. (10 boats)

J/24 — 1) **T.I.E.**, Chris Snow, 2.25 points; 2) **Cool Breeze**, Phil Perkins, 11; 3) **Grinder**, Jeff Littfin, 12; 4) **Downtown Uproar**, Wayne Clough, 14; 5) **Cheech Wizard**, David Nietert, 15. (15 boats)



Resin Regatta action an hour before Saturday's white-out squall. All photos 'Latitude'/rob.

HARD KNOX:

NEWPORT 30 — 1) **Mariner**, Bruce Darby, 6.75 points; 2) **Mintaka**, Gerry Brown, 8.75; 3) **Esprit**, Raymond/Stephens, 10. (8 boats)
 CAL 29 — 1) **Grand Slam**, Fred Minning, 2.25 points; 2) **Boog-a-Loo**, Nancy Rogers, 9; 3)

Serendipity, Tom Bruce, 13. (7 boats)
 CAL 2-27 — 1) **Temptation**, Rollye Wiskerson, 4.75 points. (3 boats)
 RANGER 23 — 1) **Impossible**, Gary Kneeland, 6.75 points; 2) **Twisted**, Don Weineke, 6.75; 3) **Thalassa**, Dana Sack, 8.75. (7 boats)
 SANTANA 22 — 1) **Riff Raff**, Erik Menzel, 4.75 points; 2) **Soliton**, Mark Lowry, 6.75; 3) **Shazam!**, Bud Sandkulla, 7.75; 4) (tie) **White Lightning**, Bill Charron, and **Albacore**, David Demarest, 19. (13

boats)
 CAL 20 — 1) **Åolele IV**, Julian Barnett, 7.75 points; 2) **Sea Saw**, David Green, 7.75; 4) **Ice**, Bren Meyer, 10; 4) **Tension II**, John Nooteboom, 13; 5) **Salacious Crumb**, Reid Casey, 13.75. (12 boats)

Doublehanded Farallones Race
 In a day overshadowed by the loss of *Aotea* (see pages 128-130), two dismastings (the Wylie 34 *Cheyenne* and *Caprice*, a

THE RACING



LATITUDE/ROB

Doublehanded gods Dave Hodges and Scott Walecka relax after going through the 'rinse cycle'.



Lapworth 50), and oodles of ripped sails and blown lunches, Dave Hodges and Scott Walecka did it again. Sailing Walecka's Moore 24 *Adios*, they extended their winning streak in BAMA's 58-mile Doublehanded Farallones Race to six races. Even more amazing is their batting average in this punishing marathon — they're six-for-six, a perfect 1,000 record! Like they say on television, "That's incredible!"

Held on April 8, the carnage-strewn race started off innocuously enough. 150 boats, down from last year's record 185 starters, streamed out the Golden Gate sporting #1 genoas, switching soon to #3s for the long, dead upwind beat to the Rockpile. Eventually, the wind rose into the 20s and 30s, the seas became huge and it began raining — crappy enough conditions that 42 boats, mostly smaller ones, packed it in early.

"We stunk in the early part of the race," confessed Hodges, owner of Santa Cruz Sails. "But we played each of the southerly shifts to our advantage, and also switched back to the #2 when no one else bothered. By the Lightship, we were in the hunt again, back up with *Legs* and *Anna Banana*. We nailed the race down on our last tack north, which we held ten minutes longer than *Legs* — when the big squall came through, we cracked sheets and planed the last few miles out to the island while everyone else was beating up to it."

The fearless duo set a brand new shy kite for the trip in, carrying it halfway before switching to their full-sized chute. They zoomed under the Bridge, pulled off a per-

fect jibe and finished at 5:30 p.m. — ahead of 13 other Moore 24s and all the Olson 30s, Express 27s and even all the Express 37s! In fact, *Adios* was on the trailer with her mast down before half her sisterships had even

finished!

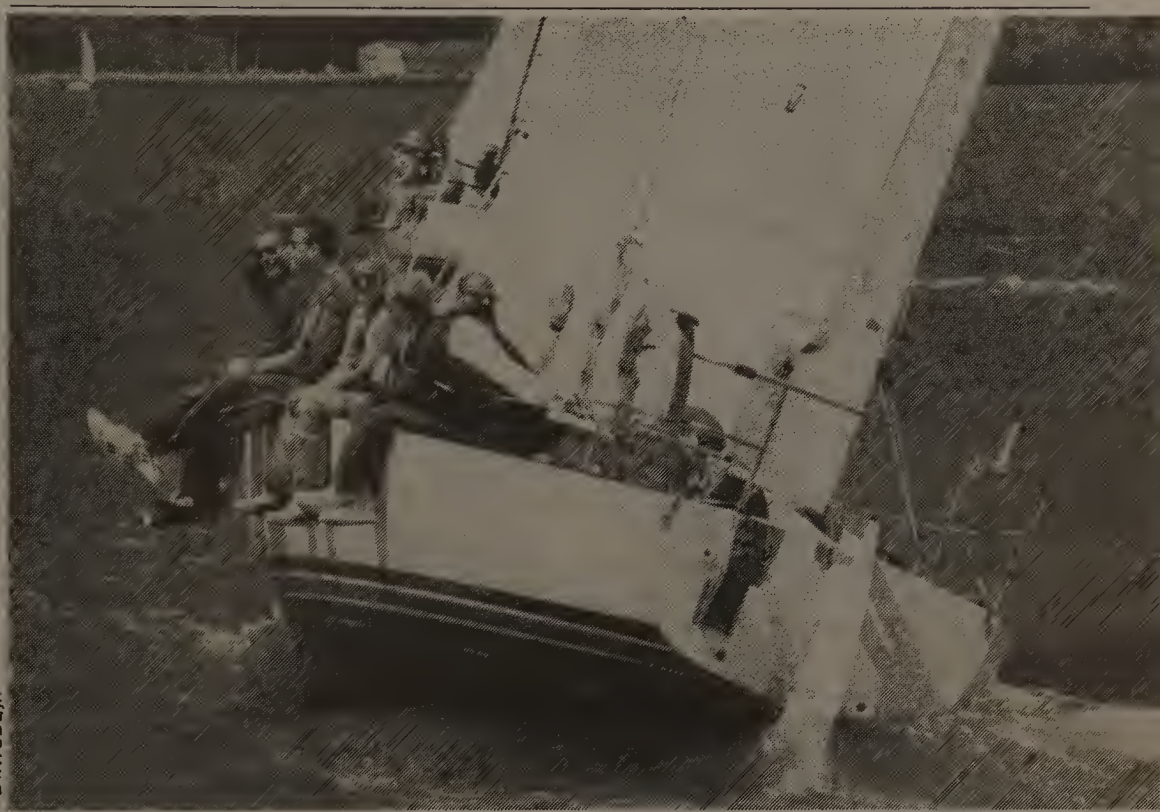
It was hard to say who was more thrashed afterwards, Dave or Scott. Hodges steered most of the 9-hour enduro, as well as did all the foredeck chores because he's smaller. Walecka, a manager at Hewlett-Packard, hiked hard on the way out and pumped the sails on every wave coming in. "It got a little

1995 Doublehanded

<u>CL</u>	<u>FL</u>	<u>Boat Name</u>	<u>Type</u>	<u>Skipper</u>	<u>Crew</u>	<u>Corr.</u>
DIVISION I (ULDB <120; 19 boats)						
1	30	<i>Tsirir</i>	Olson 29	Dan Nitake	Randy Lakos	7:36:23
2	33	<i>Run Wild</i>	Olson 30	Albert Holt	Hugh Holt	7:41:43
3	34	<i>Red Hawk</i>	SC 40	Lou Pambianco	Jay Crum	7:41:46
4	38	<i>Stray Cat</i>	Olson 30	Rebecca Dymond	Pepe Parsons	7:45:12
5	42	<i>Killer Rabbit</i>	Olson 30	Bill Coverdale	Jim Jensen	7:48:55
DIVISION II (ULDB >121; 20 boats)						
1	1	<i>Adios</i>	Moore 24	Dave Hodges	Scott Walecka	6:33:56
2	2	<i>Legs</i>	Moore 24	Lester Robertson	Greg Paxton	6:40:57
3	3	<i>Anna Banana</i>	Moore 24 SC	Joe Durrett	Chris Watts	6:42:37
4	4	<i>Flying Colors</i>	Moore 24	Ron Kuehn	Harley Gee	6:54:10
5	7	<i>Kangaroo Court</i>	Moore 24	Peter Carrick	David Easter	7:06:06
DIVISION III (PHRF <105; 22 boats)						
1	19	<i>Jose Cuervo</i>	J/105	Sam Hock	Mike Magruder	7:26:18
2	21	<i>Aquavit</i>	J/105	Thomas Sponholtd	Howard Elfant	7:28:28
3	28	<i>Bullseye</i>	N/M 43	Bob Garvie	Dee Smith	7:33:05
4	31	<i>Sweet Okole</i>	Farr 36	Dean Treadway	Steve Baumhoff	7:37:18
5	32	<i>Punk Dolphin</i>	Wylie 39	J. Livingston	Comm. Tompkins	7:41:25
DIVISION IV (PHRF 105 to 129; 17 boats)						
1	14	<i>Absolute Saidee</i>	Wylie 33	Alan Laflin	Tom Wondolleck	7:21:35
2	22	<i>Alert</i>	Wylie 36	Mike Lingsch	Chewy Waters	7:29:52
3	29	<i>Tinsley Light</i>	Santana 35	Hank Grandin	Rick Botman	7:34:55
4	44	<i>Scoop</i>	Wylie 34	Mike Clarke	Rick Deveau	7:50:43
5	67	<i>Fat Bob</i>	Catalina 38	Robert Lughani	Victor Gray	8:16:26



A typically crowded layline at the excellent Citibank Spring Cup off Pier 39.



Citibank Spring Cup

Seadon Wijsen couldn't keep his Ford Explorer on the race track in the early going of the biannual Citibank Spring Cup on April 22-23. But after a shaky start (a PMS in the second race and a 9th in the third), he found the pace, slipping the Explorer into over-drive and posting two bullets at the end of

Stop waving at the photoboot and start steering! Results of J/Fest appear in 'box scores'.

nasty out there," conceded Hodges. "Some of the waves reminded us of mountain climbing! But we didn't take any freefalls like last year, and none broke on us, which was lucky."

Farallones Race

CL	FL	Boat Name	Type	Skipper	Crew	Corr.
DIVISION V (PHRF 130 to 165; 20 boats)						
1	5	Rumbleseat	30 Sq. Meter	Bruce Schwab	Hans Kaufmann	6:56:35
2	9	Moonshadow	Wylie 31	Wayne Behrens	Rhett Jeffries	7:11:40
3	13	Orange Blsm Special	Beneteau 35.7	Edward English	Judy English	7:24:23
4	25	Roadhouse Blues	Hawkfarm 28	Torben Bentsen	Brian Boschma	7:30:37
5	53	Coast Starlight	Morgan 382	John English	Steve Hansen	7:59:53
DIVISION VI (PHRF 166 to 180; 29 boats)						
1	6	Slva	Olson 25	Gal Bar-Or	Carlos Badell	6:57:01
2	11	Double Agent	Merit 25	Ron Landmann	Mike Hountalas	7:17:33
3	12	Alzora	Olson 25	Rex Malott	Linus Ralls	7:18:33
4	15	Spirit	S&S Cstm 33.5	Dave Pressley	Carlo Passalalpi	7:24:36
5	18	Chorus	Kettenburg 38	Peter English	Chris Morris	7:26:04
DIVISION VII (PHRF 181-Up; 19 boats)						
1	47	Tutto Benne	Ranger 23	Mike Warren	Dan Simonsen	7:54:17
2	54	Skol	Int'l Folkboat	Mike Corner	Bob Mathewson	8:00:10
3	98	Jasmine	Union 36	Robert Hungerford	Mary Jane Saveskle	9:14:04
4	104	Amphianda	Columbia 9.6	Scott Royle	Cathy Arini	9:37:21
(All others DNF)						
DIVISION VIII (MULTIHULLS; 14 boats)						
1	23	Erin	Antrim 30+	Dan Buhler	Kame Richards	7:29:53
2	35	Anian	F-27	Mike Wright	Unknown	7:42:22
3	36	Bad Boy	F-31	Gary Helms	John Green	7:43:54
4	37	Pegasus	F-27	Andrew Pitcairn	Don Martin	7:44:12
5	65	Dream On	F-27	Bernard Reck	Joe Therriault	8:13:26

the 10-race series to claim the \$4,000 first place purse. "We're pouring the money back into the boat," said Seadon, an easy-going Sobstad Sails rep. "We spent a lot of money getting ready for the regatta."

Meanwhile, Blue Dog, with young gun Morgan Larson holding the leash, collected \$2,000 for coming in second, while 11:Metre trafficker and regatta organizer John Sweeney (Sports Channel) took home \$1,000 for third.

Each race consisted of four windward/leeward legs right off Pier 39 — grueling courses that delighted hundreds of spectators and exhausted the crews. "It was non-stop action, kind of like collegiate racing," claimed Wijsen. "The regatta put a real premium on starting, and it also tested the depth and endurance of your crew. In my opinion, this was the best of the three Citibank Cups to date!"

Seadon was particularly happy to win after being the runner-up at the first two Citibank regattas. "We had a great battle with Morgan," he said. "Fortunately, we hit our stride at the end, right about as he seemed to be losing his!" Crewing on Explorer were Ben Wells, Seamus Wilmot, Dennis George, and co-owners Tim Scherer and Michael Keene, who each sailed one day. In addition to the prize money, Wijsen qualified for a spot in the upcoming big money Brut Cup, a prestigious and potentially lucrative engagement.

THE RACING

Larson, making an impressive 11:Metre debut, was joined by Patrick Andreasen, Josh Hardesty, Tim Wells and Shawn Bennett. "Yeah, we faded at the end," admitted Morgan. "I was nervous about being over early, and maybe I was subconsciously thinking about how I'd spend all the money!" As it turned out, the *Blue Dog* team collected \$2,000, which they'll split six ways along with owner Ed Spori. "It was a fun weekend," said Morgan. "This regatta's a real class act!"

1) **Ford Explorer**, Tim Scherer/Seadon Wijsen, 22.5 points; 2) **Blue Dog**, Ed Spori/Morgan Larson, 27.5; 3) **SportsChannel**, Chris Watson/John Sweeney, 31.75; 4) **Ronstan**, Alistair Murray, 37.75; 5) **Flying Pig**, John Bryne/Ken Keiding, 38.75; 6) **Team Citibank**, Howie Schiebler, 45; 7) **Dilithium**, Stan MacDonald, 50.75; 8) **Mach:11**, Dave Fain/Chris Kostanecki, 50.75; 9) **Pier 23 Cafe**, Casey Lasnier/Mik Beatie, 59.75; 10) **Blitzkrieg**, Dennis Rowedder, 62; 11) **Johnson Controls**, Tom Dinkel, 65; 12) **Allegre**, Jack MacAllister/Peter Lassetter, 70. (12 boats)

Lightship Race

Depending on who you talked to, the season-opening Lightship Race was a slice of heaven or hell. Conditions for the 24-mile race, hosted by St. Francis YC on April 15, ran the gamut from zero wind to a bone-chilling hail storm. "We went through every sail on the boat," claimed OYRA Commodore Don Lessley, skipper of the Cal 9.2 *Freewind*. Like many smaller boats, *Freewind* DNF'ed on the way home when the wind died and the ebb began pushing them to Japan.

Ironically, other boats dropped out on the way out when a nasty squall bumped the wind up to 30 knots — or 40, once again depending on who you talked to. In all, 28 boats DNF'ed — and, even worse, 11 boats were DSQ'ed for not checking in on the radio before the race. That's a tough way to start the 8-race ocean series, and several of the alleged delinquents are appealing the Draconian penalty. On the other side of the coin, boats like *Bullseye*, *Reus*, *Expeditious*, *Erin* and *Golden Bear* certainly have radios — so why didn't they check in? Or did the race committee acknowledge them and then not check them off, as some boats are claiming? In either case, the penalty doesn't seem to fit the crime — why not ding them a place or two instead of a potentially season-ruining DSQ?

"There's a liability issue here," claimed Lessley. "We'll probably tape record the sign-ins at the next few ocean races to avoid all the appeals."

High Strung (ex-Vera Cruz), recently purchased by Gary and Martha Burbidge of Fremont, scored the most creative DNF. With Scott Easom driving the Wylie 38 in the Burbidge's first race, the boat was flying down the homestretch under their 1.5 ounce spinnaker when the squall passed through. "We were on the ragged edge, but going fast and staying flat," related Scott. "We'd just come off hitting 21 knots, when the helm suddenly got really light. I told the guys that I thought the rudder was failing, and then — *whammo!* — the back end of the boat passed the front!" The rudder had indeed sheared off, leaving only eight inches of post sticking down below the boat.

The impact sent two of the crew into the water, though still inside the lifelines. "Had they floated away, there was really no way we could have gotten back to them," said Scott. "I also don't think there were enough boats around to have rescued them in time. Maybe we need a lifejacket rule in the ocean?" *Strung* dropped their main, and hoisted a #4 jib, which proved semi-effective as they weaved their way off Ocean Beach. The Coast Guard rescued them an

What a 'Hoot', part two. Andy MacFie's Olson 30 laying rubber during the Lightship Race — the skid marks are still out there!

hour and a half later. "We used a drogue off our transom to steady the tow in," said Scott. "We wallowed all over at five knots, but it worked fine at around ten knots."

While much of the fleet was getting knocked about pretty hard, a few boats basked in the gnarly conditions. Chris Perkins sailed his J/35 *More Power* (aka *Major Damage*) to a particularly impressive finish. "We were fourth or fifth around the Lightbucket, and saw the squall coming at us," said Chris. "We decided not to risk our new poly kite, so we switched to the 1.5 and then jibed over to port. It was one of the best-timed jibes in my life! The wind hit hard a minute later, and we took off like a bat out of hell straight at the bridge. We sustained 16-17 knots for at least five minutes in a row, the fastest the boat's ever gone."

Dolphin Dance was first in at 2:12 p.m., winning Fleet 1 and correcting out second overall. *More Power* was the big winner, finishing over six minutes ahead of *Dolphin*



CRUZ (motor allowance) — 1) **Rooster Cogburn**, Ericson 36, Tim Leathers. (3 boats)

SHS (shorthanded) — 1) **Tiger Beetle**, Newport 33, Rob Macfarlane; 2) **Grey Ghost**, Zaal 38, Doug Grant; 3) **Sensei**, Cal 2-27, Terry McKelvey. (8 boats)

Commodore's Challenge

Just seven boats showed up for Encinal YC's third annual Commodore's Challenge Regatta on April 8. The small turnout, down from 13 boats last year, might have been due to fine-tuning the PHRF rating band too much: boats had to measure between 117-140 (effectively 117-132), as opposed to 117-156 last year. Open to all PICYA clubs, the low-key regatta requires the current commodore to drive, with all crewmembers coming from his club. Interestingly, three of the skippers this year were women — are yacht clubs finally getting enlightened, or what?

Grant Settlemyer of the St. Francis YC was the eventual winner, sailing Dick Horn's modified Capo 30 **Screamer** to a 2,1 record in the moderately windy two-race series. Settlemyer, a Knarr (non-spinnaker) sailor, did a nice job of keeping the boat under the kite while havoc reigned around him. "There were some spectacular round-downs, notably Oakland YC's performance in the second race," said Larry Duke, commodore of the host club. "They were leading the second race going into the Estuary, but blew their chute to smithereens!"

Larry apparently had his own problems keeping Peter Rookard's *Insufferable*

This was the second time that 'The Saints' have marched all over the Commodore's Challenge: Bill LeRoy took the inaugural series in '93, while Richmond YC's Bruce Arnold interrupted the string by winning last year. *Screamer's* triumphant crew consisted of tactician Chris Perkins, Jim Fisher, Eric Gray, Scott Sellers, Sean Svendsen and Brad Whitaker.

1) **Screamer**, Capo 30 mod., Grant Settlemyer, St. Francis YC, 2.75 points; 2) **Blue Max**, Dehler 34, Diana Freeland, Berkeley YC, 3.75; 3) **Midnight Flyer**, Tartan Ten, Peter Hine, Stockton Sailing Club, 7; 4) **Insufferable**, N/M 30, 'Crash' Duke, Encinal YC, 8; 5) **Friction Factor**, Wylie 33, Paula Lavine, Richmond YC, 11; 6) **Tequila Mockingbird**, Ericson 38, Craig Seavey, Oakland YC, 11; 7) **Del Cielo**, Freedom 42, Sharon Rose, Peninsula YC, 13. (7 boats)

Super Sleds Taking Aim at the Barn Door

When the TransPac Board of Directors raised the rating cap for their 1995 race to include the new breed of IMS monster boats, most of the ULDB 70 owners responded with, "Hell no, we won't go!" . . . and began organizing (unsuccessfully) a race to Lahaina as a protest. However, two of the sled owners took a different view. Roy Disney and Dr. Hal Ward realized the TPYC decision opened the door for an all-out assault on the course record. Both of them got excited about this opportunity to turbo-charge their boats for greater speed. . . and neither seemed to be particularly intimidated by the newer, bigger boats they'd be racing against.

The 1995 TransPac sailing instructions stipulate that entrants cannot exceed the

DONALD HILBUN

Dance on time. Ninety-three boats competed in the race, which featured new and hopefully more meaningful class breakdowns.

FLEET I (ULDB) — 1) **Dolphin Dance**, SC 50, Dave Sallows; 2) **Gandy Dancer**, SC 40, Gary Hausler; 3) **Run Wild**, Olson 30, Al Holt; 4) **Pegasus XIV**, Newland 368, Dan Newland; 5) **Liquid Gait**, Olson 30, Jack Easterday. (18 boats)

FLEET II (medium displacement, 60-84) — 1) **More Power**, J/35, Perkins/Wilson/Wilson; 2) **Jarlen**, J/35, Bob Bloom; 3) **Kiri**, J/35, Bob George; 4) **Spindrift V**, Express 37, Larry & Lynn Wright; 5) **Melange**, Express 37, Steve & Susan Chamberlin. (16 boats)

FLEET III (heavy displacement, 69-102) — 1) **Surefire**, Frers 36, Jon & Matt Carter; 2) **China Cloud**, J/40, Leigh Brite; 3) **Miramar**, Frers 41, Robbins Family. (9 boats)

FLEET IV (heavy displacement, 103-144) — 1) **Redux**, Olson 911S, Nick Barnhill; 2) **Wild Flower**, Santana 35, Art Mowry; 4) **AWB**, Santana 35, Darrel Louis; 5) **Tsirits**, Olson 29, Dan Nitake. (13 boats)

FLEET V (heavy displacement, 155-up) — 1) **Leda II**, Lapworth 36, David James; 2) **Roadhouse Blues**, Hawkfarm, Torben Bentsen; 3) **Dr. Who**, Merit 25, John Drewery. (10 boats)

COURTESY EYC



Redefining 'over early': Oakland YC's 'Tequila Mockingbird' was a tad overanxious at the start of race two of the Commodore's Challenge.

upright. "I'll plead the Fifth!" joked Duke. "Suffice it to say that everyone at my club now calls me 'Crash'."

established speed limits of an ILC Maxi. . . but there is one very big exception. IOR boats with a hull date prior to January 1, 1992, will be allowed to trade some upwind speed for downwind speed in the 10 and 20 knot wind ranges — as long as they don't

THE RACING

exceed the downwind speed limits by more than six percent. Every boat built in the Santa Cruz 70 mold or Dencho Marine's Andrews 70 mold qualifies for this six percent allowance.

Roy Disney was the first to put his boat into 'super sled' trim to meet this rule. Working with the Reichel/Pugh design firm, his 1990 carbon-fiber Santa Cruz 70 *Pyewacket* now sports a huge new carbon-fiber fractional rig with gigantic masthead spinnakers. The new Omahundru spar is more than 12 feet taller than the aluminum rig it replaced — and 200 pounds lighter. This weight saving has a major impact on stability: as a rule, one pound of weight aloft is equivalent to five pounds of lead in the keel.

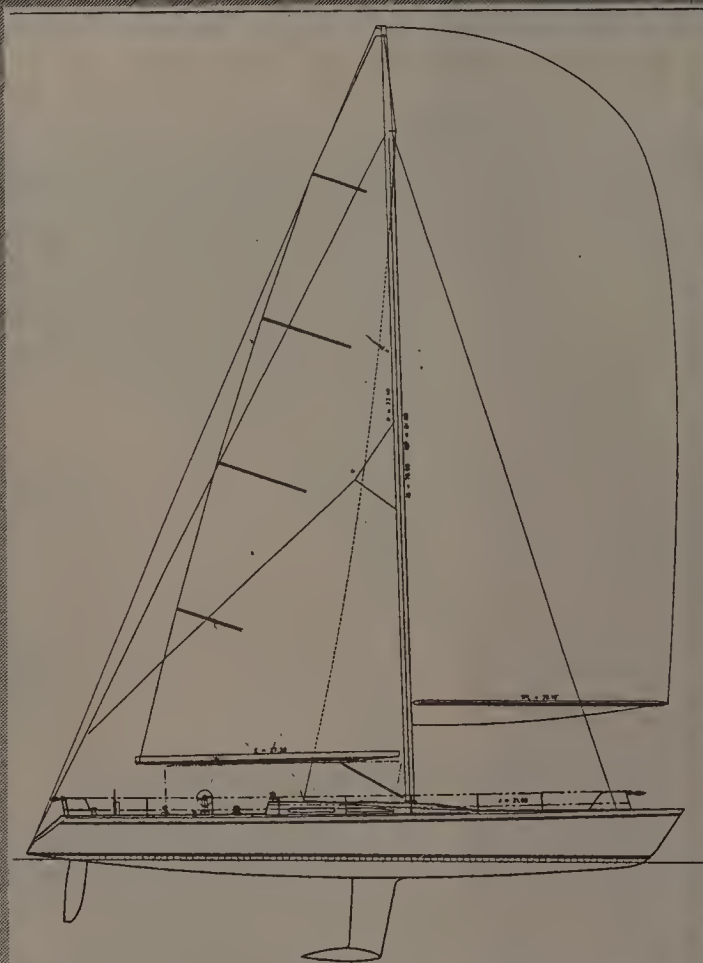
Pyewacket's foretriangle remains unchanged, so Disney's extensive 3DL headsail wardrobe will still fit. However, the mainsail is a different story — the hoist grew by 12.2 feet and the foot is also a bit longer. Managing this humongous sail demands much beefier control systems, so larger winches have been installed for both the mainsheet and the running backstay systems. The runner blocks were also enlarged and moved from the deck to the transom — much closer to the boat's centerline.

In spite of the weight savings of the new rig, the boat's increased horsepower demanded a much heavier keel. While the new appendage doesn't draw any more water than its predecessor, it's fatter and more vertical in shape. It's also located more than two feet farther aft to balance the new sail plan. The rudder remains unchanged.

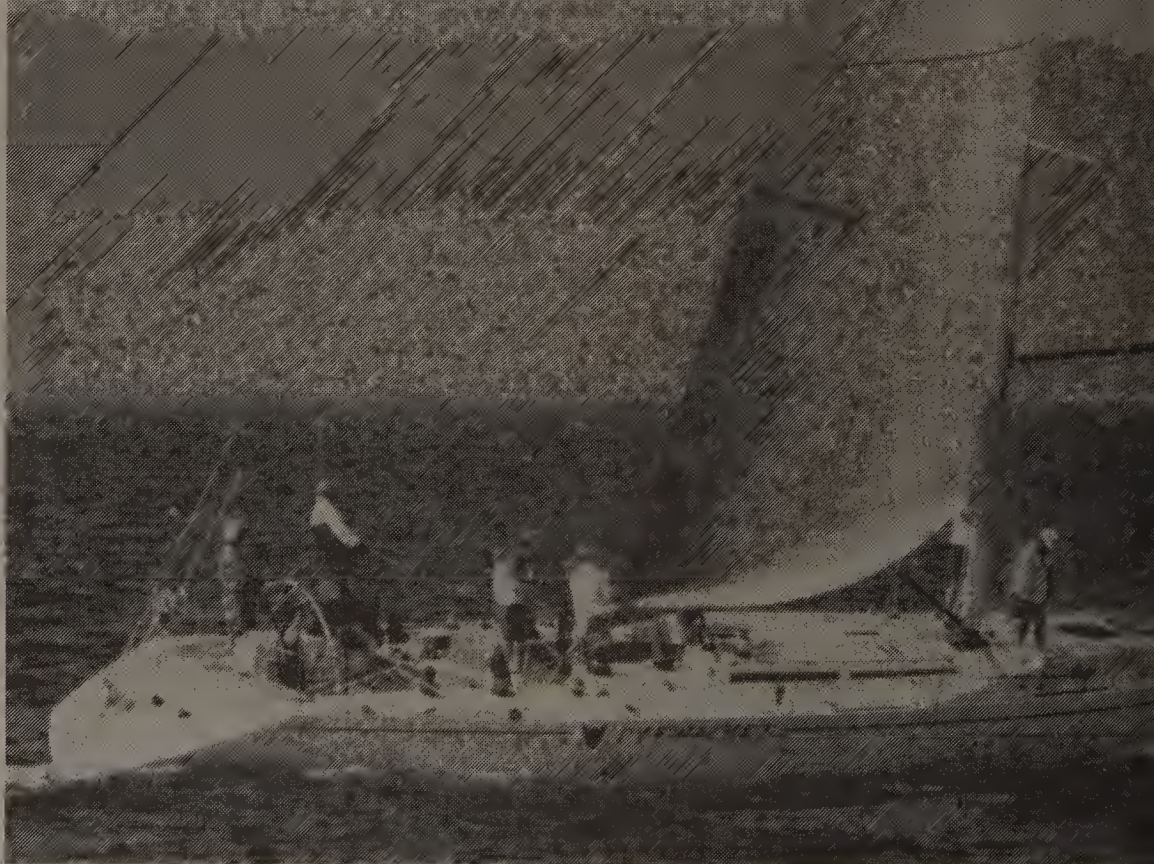
For *Pyewacket's* initial IMS measurement, Disney did not remove any of the boat's 4,300 pounds of internal ballast. However, it now looks like much of that lead will disappear because *Pyewacket's* new IMS certificate shows the boat could be speeded up even more without exceeding the TransPac rating cap. Presently, John Reichel and Jim Pugh are evaluating a number of alternatives to do just that.

Hal Ward's brand new carbon-fiber Andrews 70 *Cheval* also has yet to be fully optimized. In fact, it hasn't even been launched. Ward sold his previous sled — a N/M 70 also called *Cheval* — and his new boat has been under construction at Dencho Marine for almost a year. The launching for the new *Cheval* is scheduled for early May with plans to tune it up during Long Beach Race Week and perhaps in the Metropolitan Yacht Club's coastal race to Catalina.

Alan Andrews and builder Dennis Choate worked hard to make the new *Cheval* stiffer and lighter than most of the existing ULDB 70s. "Weight is very important in marginal surfing conditions," Andrews explained,



Spread, '*Pyewacket*' in turbo mode. Inset, the new '*Cheval*'.



"and *Cheval* will be the lightest boat in its class."

The Andrews keel draws over a foot more than *Pyewacket's*, and features a thin foil with a torpedo-like bulb on the bottom. "Most of the lead will be on the bottom of the keel — not in the bottom of the boat," he emphasized.

Like *Pyewacket*, *Cheval* will have a tall, thin Omahundru carbon-fiber fractional rig with masthead spinnakers. Although *Cheval's* mainsail is a bit smaller than *Pyewacket's*, the kites will be larger, thanks to some very long oversized spinnaker poles.

How will the super sleds do against the ILC maxis like Richard DeVos' Reichel/Pugh 74 *Windquest*, or Larry Ellison's new 78-foot Farr maxi, *Sayonara*? Yacht designer Jim Pugh is convinced a turbo-charged sled will win line honors. "The six percent downwind advantage over the ILC maxis is just too much," Pugh stated. "TPYC really gave the IMS maxi owners a raw deal." (Pugh and his partner John Reichel designed the ILC maxi *Windquest*.)

Bruce Farr agrees with Pugh. He acknowledges that the short, light super sleds deserve a little help, but two percent over ILC Maxi speed limits was his recommendation — not the six percent allowed by TransPac. In a letter to the TransPac Board Farr wrote, "Six percent is truly a huge advantage. . . it gives an advantage that is in all probability insurmountable in this race, except in very exceptional conditions that include substantial upwind sailing — not at all likely in any TransPac!"

Is Farr correct? Well, consider this: TransPac veteran Stan Honey was asked to navigate both *Pyewacket* and *Sayonara*. With this golden opportunity to navigate the boat that could break the TransPac course record, Honey chose the Farr-designed *Sayonara*. His decision caused one observer to paraphrase Shakespeare: "Methinks Mr. Farr doth protest too much!"

Alan Andrews feels that conditions will determine the winner of this race. "If it's like the 1993 race with lots of reaching, the lighter and shorter boats (read: super sleds) will not be able to keep up with the ILC Maxis," he noted. "But if much of the race is downwind in 20 knots of breeze, it could be a different story." Andrews also stressed that the fastest course to Honolulu will not be the same for all boats. . . and that crews will play a big role in each boat's performance.

Neither of the new super sleds is hurting in that category. Joining Roy Disney will be Olympic gold medalist Robbie Haines, 1993 Rolex Yachtsman of the Year Cam Lewis,

Dee Smith, Ben Mitchell, Doug Rastello, Dan Crowley, Skip Allan, Rick Brent, Gregg Hedrick and son Roy Pat Disney. "We're going with 11 people," explained Haines. "We think these boats will be a bit more demanding than a stock ULDB 70," he added with a bit of understatement.

Dr. Ward plans to race *Cheval* with a crew of 10. Included are Jeff Madrigali and Mark Rudiger — the San Francisco duo who teamed up with John DeLaura on the SC 70 *Silver Bullet* for TransPac victories in both '89 and '93, and a second in '91. Also on *Cheval's* crew are Olympic medalist John Koliuss, Ron Love, Scott Vogel, Stan Gibbs, Mike Howard, Bill Jenkins and JJ Jackson.

What's going to happen to the super sleds after the TransPac Race? Both owners are going to keep their boats in turbo-charged configuration, and compete in Mexican races and local point to point events. Disney has already sold his old keel and rig, and Ward is trying to figure out *Cheval's* new PHRF rating. "The committee rated us at -109, 40 seconds a mile faster than a conventional sled," Ward said shaking his head. "I'm flattered. . . but even Bruce Farr doesn't think we're that fast."

Disney and Ward are both hoping other sled owners will join them in this new class. It isn't cheap to convert a ULDB 70 into a super sled. The price tag for the whole package — carbon mast and boom, rigging, longer spinnaker pole(s), upgraded winches, new keel, plus a new mainsail and an inventory of masthead kites — will come to somewhere near \$250,000, about half the cost of a new SC 70 if you could still buy one. However, the appeal of a line honors boat has always had more to do with ego than with reason.

Back in 1983, when the TPYC established a rating cap of 70 feet IOR for their race, they created a new class of sailboats — the sleds. Quite possibly TPYC has done it again this year.

— tom leweck

Box Scores

April is the cruelest month, at least for regatta coverage in the Bay Area. Last month was an abnormally busy one for racing, and there's simply no way we could report on every event in depth. Whaddya expect from a free magazine, anyway? Well, at least we can offer the 'bare bones' facts on the following regattas.

SBRA SEASON OPENER (RYC & EYC; April 1-2):

EL TORO, JR. — 1) Nick Nash, 4.5 points; 2) Joey Pasquali, 5.75; 3) Sarah Blad, 12. (9 boats)

EL TORO, SR. — 1) Jim Warfield, 4.75 points; 2) Bob Hrubes, 11.75; 3) Vaughn Seifers, 14.75. (15 boats)

THE RACING

MILLIMETER — 1) Pax Davis, 2.25 points; 2) Richard Hubbert, 7. (4 boats)

LASER II — 1) Michele Logan, 5.5 points; 2) Gary Bergero, 6.5. (5 boats)

SNIPER — 1) Robin Galls, 6.75 points; 2) David Odell, 14; 3) Packy Davis, 14.75. (14 boats)

BYTE — 1) Jessica Amen, 4.25; 2) Judy Yamaguchi, 8.75. (6 boats)

JY 15 — 1) Barbara Ouellet, 3 points; 2) Ken Wilson, 8.75. (6 boats)

DAY SAILOR — 1) Dave Misunas, 4.25 points; 2) Vince Lyddane, 5.5. (6 boats)

LASER — 1) Simon Bell, 5.5 points; 2) Chad Freitas, 11.75; 3) Kimball Hall, 13.75. (20 boats)

FJ — 1) Linda Brandon, 5.75 points; 2) Mark Sutton, 7.75. (5 boats)

SUNFISH — 1) Roy Jordan, 5.5 points; 2) Byron Jonk, 6.5. (5 boats)

505 — 1) Jim Wondolleck, 5.25 points; 2) Dave Robinson, 7.75; 3) John Paulling, 13. (9 boats)

INTERNATIONAL 14 — 1) Andy Bates, 4.25 points; 2) Dave Klipfel, 7.5; 3) Larry Craig, 13. (11 boats)

INTERNATIONAL CANOE — 1) Del Olsen, 6.75 points; 2) Bruce Bradfute, 8.75. (5 boats)

WYLIE WABBIT — 1) Colin Moore, 4.25 points; 2) John Senger, 7.75. (6 boats)

CONTENDER — 1) Gil Woolley, 2.25 points. (2 boats)

SPRING SCORE #1 (SCYC; April 2):

DIV. I — 1) **Red Hawk**, SC 40, Lou Pambianco; 2) **Absolute 88**, Wylie 37, Keith MacBeth. (5 boats; 19.2 miles)

DIV. II — 1) **Dynaflow**, SC 27, Matt Dini; 2) **Fools at Large**, Moore 24, Eric Malmberg; 3) **Mistress Quickly**, SC 27, Peter Dalton; 4) **Wildfire**, Moore 24, Howard Ruderman. (11 boats; 17.2 miles)

DIV. III — 1) **Nighthawk**, Hawkfarm, John Siegel; 2) **Pau Hana**, J/24, Cliff McNamara; 3) **Irls**, J/22, Rob Franks. (7 boats; 12 miles)

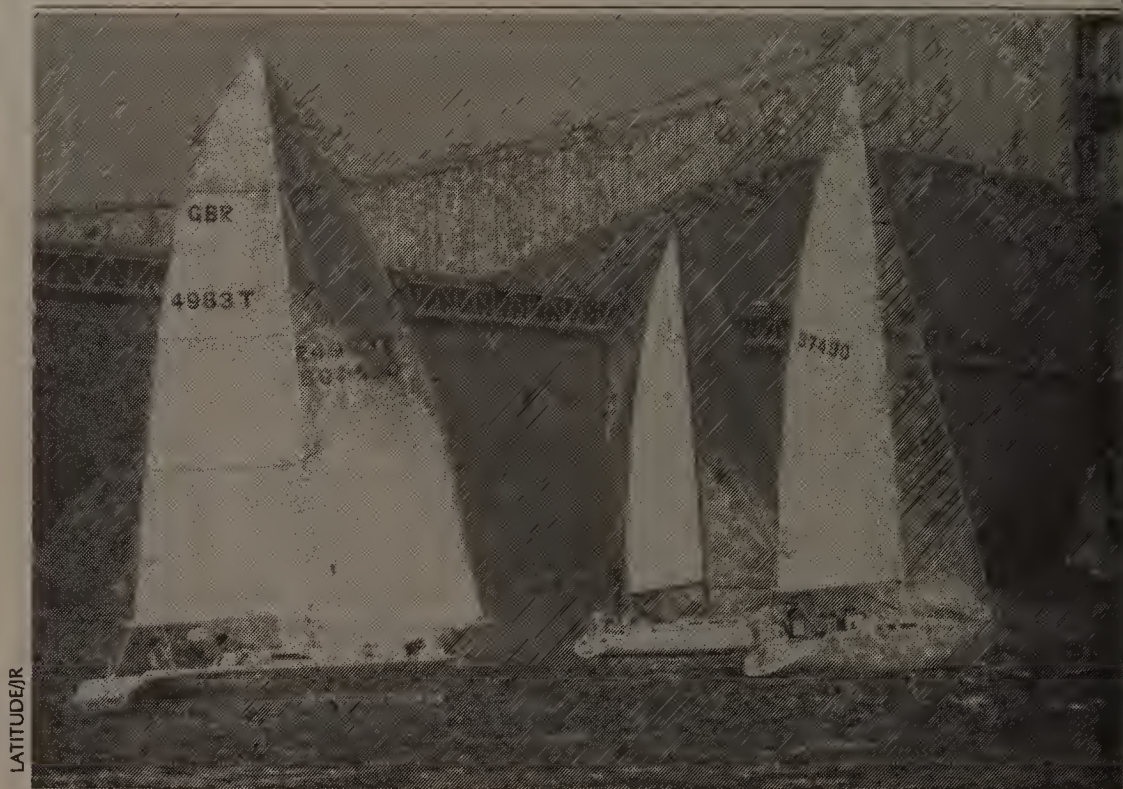
COMMODORE'S REGATTA (SCYC; April 1):

1) **Gucci Girl**, SC 27, Greg Miller; 2) **Everybody's Girl**, Moore 24, Sydnie Moore; 3) **Cadaver**, Moore 24, Bruce Donald; 4) **Red Snout**, SC 40, Lou Pambianco; 5) **Nightjock**, Hawkfarm, John Siegel; 6) **Splurge Also**, Tuna 22, Charlie Roskosz; 7) **Animalsty**, Hawkfarm, Steve Siegrist; 8) **Downdolf**, Tuna 35, Carl Quitzau; 9) **Pau Wana**, J/24, Cliff McNamara; 10) **Distress Quickly**, SC 27, Larry Weaver; 11) **Wart Stories**, Moore 24, Royce Fletcher; 12) (tie) **Starbust**, Star, Rock Starr; 13) **Girl Fiend**, SC 27, G.W. Grigg. (13 boats)

SPRING ONE DESIGN #1 (SCYC; April 22):

SC 27 — 1) **Hanalei Express**, Rob Schuyler, 3.5 points; 2) **Jersey Girl**, Greg Miller, 5.75; 3) **Ciao**, Andy Carson, 8; 4) **Velocious**, G.W. Grigg, 13; 5) **Dynaflow**, Mark Dini, 17. (11 boats)

MOORE 24 — 1) **Mooregasm**, Hank Niles/Chris Watts, 4.5 points; 2) **Fatuity**, Dave Hodges, 7.75; 3) **Great Pumpkin**, Jim Maloney, 8; 4) **War Stories**, Royce Fletcher, 13; 5) **Mercedes**, Joel Verutti, 14.



LATITUDE/JR

Crabbing toward the Gate at the start of the Drake's Bay Race. From left, 'Sticky Fingers', 'Gandy Dancer' and 'Miramar'.

(14 boats)

SANTANA 22 — 1) **US**, Jim Samuels, 4.75 points; 2) **Surge II**, Charlie Roskosz, 8; 3) **Rick's Place**, Larry Comstock, 8.75. (7 boats)

SOUTH BAY YRA WINTER SERIES '94-'95:

SPINNAKER — 1) **Dancer**, Cal 9.2, Mike Dixon, 2.25 points; 2) **Coyote**, Wylie 34 mod., Nick Kluznick, 5.75; 3) **Sundowner**, Hunter 34, Bob Carlen, 7; 4) **First Light**, Beneteau 35s5, Joe Scirica, 9; 5) **Pizote**, Santana 30/30 GP, Kevin Knick, 10. (8 boats)

NON-SPINNAKER — 1) **Far Better Thing**, Ericson 30+, Charles McArthur, 3.5 points; 2) **Chiquita**, Catalina 27, Hank Schade, 3.5; 3) **Amlcus**, Catalina 38, Jerry Zamzinger, 6.25; 4) **Nimble**, Cascade 42, Tom Maris, 9; 5) **Folie Au Deux**, Islander 28, Frank Gibson, 11. (11 boats)
(5 races; 2 throwouts)

AÑO NEUVO (MPYC; April 22; 56.5 miles):

CLASS A (-60 to 89) — 1) **Mirage**, SC 70, Jim Ryley; 2) **Allure**, SC 50, Chuck Jacobson/Harvey Kilpatrick; 3) **Camelot**, SC 40, Jerry Stratton. (5 boats)

CLASS B (90 to 156) — 1) **Tsiris**, Olson 29, Dan Nitake; 2) **Bustin' Loose**, Santana 30/30, Jeff Pulford; 3) **Tourist In Paradise**, Hobie 33, Dave Mosher; 4) **Kabala**, Olson 30, Jay Bennett; 5) **Tres Equis**, Beneteau 34, Niels Kisting. (8 boats)

OVERALL — 1) **Mirage**; 2) **Allure**; 3) **Tsiris**.

FIRST TO FINISH — **Mirage** (18 hours, 53 minutes, 1 second — new course, new 'record')

TRANS-FOLSOM (FLYC; April 23; 12.5 miles):

CATALINA 22 — 1) Gary Preston; 2) Don Samuelson; 3) Tom Page. (12 boats)

RED KEEL — 1) Charles Hess, Wavelength 24; 2)

Steve Galeria, Capri 25; 3) Rob Koch, J/22. (12 boats)

BLUE KEEL — 1) Bob Baker, Catalina 22; 2) Austin Quilty, Santana 20; 3) Mark Verutti, Santana 20. (17 boats)

OVERALL — 1) Charles Hess; 2) Steve Galeria; 3) Rob Koch. (39 boats)

J/FEST WEST (StFYC; April 22-23; 6 races):

J/44 — 1) **Marilyn**, Monroe Wingate/Chris Corlett, 5 points; 2) **Phantom**, Jack Clapper, 9.75. (3 boats)

J/35 — 1) **Fever**, Barry Danieli, 10.5 points; 2) **Jarlen**, Bob Bloom, 16; 3) **Kiri**, Bob George, 16; 4) **Equanimity**, Paul/Thayer, 17.5. (7 boats)

J/105 — 1) **Jest**, Jim Cascino, 11.5 points; 2) **Invictus**, Walt Marti, 11.75; 3) **Thrasher**, Steve Podell, 14.5; 4) **Blackhawk**, Art Ball, 23. (8 boats)

J/29 — 1) **Advantage II**, Pat Benedict, 5 points; 2) **Maybe**, Peter Stoneberg, 9.75; 3) **Wave Dancer**, Richard Leevey, 12.75. (6 boats)

J/80 — 1) **Repo Man**, Tony Simi, 3.75 points; 2) **Polecat**, Don Trask, 10; 3) **Snow Cone**, Jim Mullen, 12.75. (6 boats)

J/24 — 1) **T.I.E.**, Tim Duffy, 11.25 points; 2) **Cool Breeze**, Chris Perkins, 11.75; 3) **Grinder**, Jeff Littfin, 19.75; 4) **Electra**, John Oldham, 20; 5) **We Eat Veal**, Sellers/Branaugh, 21.75; 6) **Cujo**, Kimo Winterbottom, 30; 7) **Small Flying Patio Furniture**, Purdy/Little, 35; 8) **Wonder Woman**, Dines/Kennelly, 38. (18 boats)

DRAKES BAY (CYC; April 22-23; 27.5 miles):

FLEET I — 1) **Gandy Dancer**, SC 40, Gary Hausler, 1.5 points; 2) **Dolphin Dance**, SC 50, Dave Sallows, 5; 3) (tie) **Hurricane**, Express 27, Jonathan Bamer, and **Pegasus XIV**, Newland 368, Dan Newland, 7. (7 boats)

FLEET II — 1) **X-Dream**, X-119, Steen Moeller, 1.5 points. (1 boat)

FLEET III — 1) **Sea Ghost**, Beneteau 42, Ron Roberts, 1.5 points; 2) **Kaya**, Swan 44, Mac Lingo, 4. (3 boats)

FLEET IV — 1) **Daddaboa**, Oceanis 510, George Pailey, 1.5 points; 2) **Tinsley Light**, Santana 35, Hank Grandin, 5; 3) **Echo**, Wylie 34, Micheal Sheats, 7. (5 boats)

FLEET V — 1) **Roadhouse Blues**, Hawkfarm, Bentsen/Boschma, 2.75 points; 2) **Freewind**, Cal 9.2, Don & Betty Lessley. (4 boats)

CRUZ — 1) **Rooster Cogburn**, Ericson 36, Tim Leathers, 1.5 points. (3 boats)

SHS — 1) **Sensei**, Cal 2-27, Terry McKelvey, 1.5 points; 2) **Tiger Beetle**, Newport 33, Rob Macfarlane, 4; 3) **Orange Blossom Special**, Beneteau 35.7, Ed English. (6 boats)

Race Notes

Brut force: Many of the world's top match racers are in town through this weekend (April 29-30) for the inaugural **Brut Cup of San Francisco**. Formerly the St. Francis Match Race Invitational, this three-year-old event just keeps getting better and better — in fact, this year, it achieved Grade I status (highest except for the America's Cup). Sixteen teams will compete in front of the St. Francis YC in the J/105 match races series, with the winner taking home \$7,500 of the \$25,000 regatta purse. If anyone wins three of the five legs of the '95 Brut World Tour — which is frankly hard to imagine — they'll score a cool **\$250,000**, the biggest heist ever in sailing.

The action's already underway, so the field should be thinned in half by the time you read this. But the best is saved for last — so head on down to the yacht club this weekend and catch the show! Peter Montgomery will broadcast the play-by-play account over a loudspeaker — you can hear it from the 'cheap seats' outside if you're one of the few folks who can't figure out how to penetrate the clubhouse. For the record, here's the list of invited skippers (some of whom may have more pressing engagements in San Diego): **Paul Cayard**, John Cutler, Peter Gilmour, Steve Grillon, Roy Heiner, Chris Law, Jeff Madrigali, Bertrand Pace, Thierry Peponnet, Eddie Warden-Owen, Neville Wittey, Dawn Riley, J.J. Isler, Jim Brady, and Peter Holmberg. Seadon Wijsen and Tim Duffy earned berths by winning the 11:Metre Spring Regatta and the J/24 portion of J/Fest, respectively.

Downsizing in the '90s: California YC's annual **Cal Cup**, scheduled for May 27-28 off Marina del Rey, has historically showcased 'big stuff' — 12-Meters, 6-Meters, IOR maxis and most recently ULDB 70s. This year the invitational competition will be held in Melges 24s, with 15 of the hottest boats in the class expected to show up. . . John Jacob's **Trey Shay** won March's two-week-

end, three-race **Kurt Zane Memorial Regatta** over the smallest fleet (6 boats) ever assembled in the 19-year history of this non-spinnaker Catalina 30 regatta. *Friday's Eagle* (Mark Hecht) was the bridesmaid. . .

East Coast watch: The first-ever **Corsair National Championship Regatta** is slated for Pensacola Beach, Florida, on May 19-21. Open to any Corsair-built or Ian Farrier-designed multihull, the regatta is being touted as "likely the largest trimaran regatta ever held." . . . Rhode Island boatbuilder Steve Clark will launch his high-tech 'C' class catamaran, dubbed the Cogito Project ("I think," in Latin), in mid-June. Designed by Duncan MacLane, the radical 25-foot, 400-pound, hard-winged machine has now officially challenged defending champion Australia for the **Little America's Cup** in December. Among the cat's builders is International Canoe junkie **Erich Chase** of Marshall, CA.

Meet the new boss: *Sayonara*, Larry Ellison's new high-tech Farr ILC maxi, is



Work in progress: Larry Ellison's Farr ILC maxi 'Sayonara' is due to arrive in the Bay Area in early June.

nearing completion at Cookson's Boatyard in Auckland, NZ. According to project manager David Thompson, a May 11 launch is anticipated. After four or five days of sea trials, the new beast will be shipped to Alameda, arriving on or about June 6.

Designer Bruce Farr will join the crew in their TransPac shakedown cruise, the Catalina Race on June 17. Their actual TransPac crew looks formidable — *Sayonara* will sail with 13 crew: Ellison, Thompson, Bill Erkelens (captain), Zan Drejes (mate), Stan Honey (navigator), Paul Cayard (helmsman), Geoff Stagg (Farr rep), Gary Weisman (sailmaker), Joey Allan (from *Team New Zealand*), TA McCann and Greg Prussia (*Stars & Stripes*), Robert Shaw (a friend of Ellison's) and a 'mystery guest'. A dozen more crew will be added for buoy races. We'll have a lot more on this hot new boat when it arrives.

Random race results: Richmond YC defeated San Francisco YC 2-1 in 4-on-4 **Cal 20 team races** on Richardson Bay on April 15. The scheduled best 3-of-5 series ended abruptly when a 30-knot squall rolled through the fleet, putting the emphasis on survival rather than team racing finesse. Winning skippers were Reid Casey, Bren Meyer, Mike Schaumburg and Steve Woner. . . The **42nd Annual Bullship Race** was a bust this year: 60 boats started the race at 8 a.m. on April 22, but all were eventually swept 'out of bounds' (i.e., under the Gate) and therefore DSQed. The race organizers gave the trophies, 20 Bullship sweatshirts, to the 'Cowship' drivers (the escort vessels that towed the tiny boats home). . . Mike Heath's *Wabbit Jack* was first to finish — after nine long hours — the torpid **Clear Lake Monster Race** on April 22. The top three corrected time finishers among the 31-boat fleet were: 1) *Renegade* (Santana 525, Reg Jones, Konocti Bay SC); 2) *Jack* (Wylie Wabbit, Mike Heath, Butte SC); and 3) *Wanna-B* (B-25, John Hartman, Whiskeytown SC).

Sale boats of the month: Finally, there will be a **Mumm 36** on the Bay! San Francisco YC member **Walt Logan** recently purchased the virtually new Carroll-built *Dr. Galazkiewicz* from Cleveland, which he'll rename *Blue Chip*. His previous steed of the same name, a Kiwi 24 quarter-pounder, is being moved to Lake Tahoe, where Logan also has a house. "The boat is due here next week. With any luck, we'll debut at the Vallejo Race," said Walt. . . Seven-time Newport 30 champ **Gerry Brown** recently bought a C&C 36, a cruiser which he claims he'll race occasionally. Both boats are named *Mintaka*; the Newport 30 is currently for sale. . . **Steve Faustina**, who sailed last summer's SSS TransPac in an Orion 27 Mk. II, has moved up to a sharp-looking '86 custom Barnett 41 named *Solitaire*.

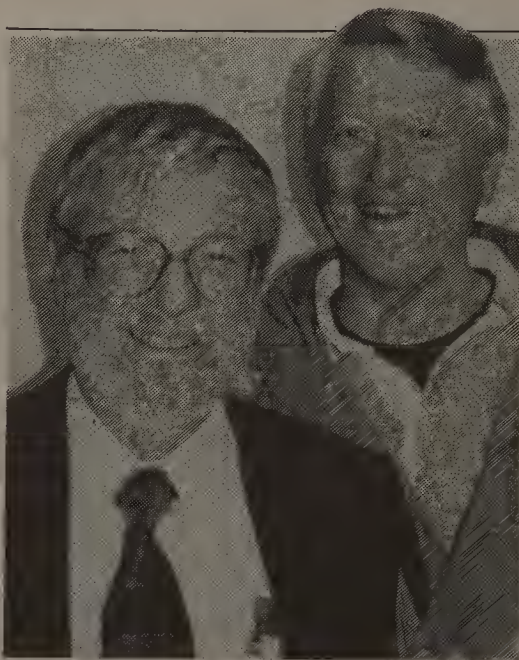
Sled news: Judging from the turnout at the first two races of the **1995 ULDB 70 Buoy Championship Series**, reports of this class's demise were premature. Though

COURTESY SAYONARA

THE RACING SHEET

their collective interest in ocean racing seems to have waned, their 4-race, 1 throwout buoy series is standing room only: In fact, nine boats sailed in Cabrillo Beach YC's Spring Sled Regatta on March 25-26, the largest ULDB 70 regatta in two years! That weekend was unfortunately decided in the protest room, with *Evolution* (Brack Duker/Robbie Haines) coming out on top, followed by *Holua* (Richard Blatt/John Bertrand), *Grand Illusion* (James McDowell/Steve Grillon) and *Mongoose* (Joe Case/Dee Smith).

The second regatta, Newport Harbor YC's **Ahmanson Cup** on April 22-23, ended in a three way tie which was broken in favor of *Holua*. Second place in the 8-boat fleet went to *Evo*, followed by *Orient Express*. Two LAYC-hosted events round out the buoy schedule, the NOOD (May 12-14) and the Watts Trophy (Oct. 14-15). Apparently, new *Holua* owner Richard Blatt, a 30-something player from Lake Michigan, is having so much fun that he'll keep his new-to-him boat on the West Coast at least through the summer season. In other sled news, the R/P 70 *Taxi Dancer* is 'in play' and will almost certainly be sold by next month. "That boat with a 'real' keel would be lethal," observed



Road warriors of the month: Keith Buck (left) is racing to Tahiti, while Bartz Schneider is headed for Antigua Race Week.

former sledmeister Tom Leweck.

A man of his word: "Before the '93 IMS season, I told my crew I'd get them a boat at Antigua Race Week if we won," explained Bartz Schneider, owner of the Express 34 *Expeditious*. Sure enough, *Expo* won overall

— but the trophy was presented to *Petard* by mistake due to a math error. At the '94 awards ceremony, Keith Buck set the record straight and presented the '93 trophy to Schneider, who promptly chartered a Centurion 45 for the fabled debauchery. "It's not a serious race boat," explained Bartz, "but then Antigua Race Week isn't really about racing!" Joining Schneider at Race Week, which runs from April 30 through May 6, are son Marshall Schneider, Fred Glasser (father), Fritz Glasser (son), Jody Muggerud, John Spencer, Doug Lee and Eamon Solway.

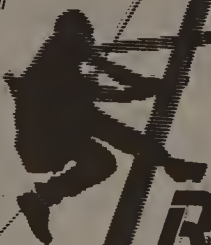
Collegiate update: Stanford beat defending champion Berkeley in this spring's **North Series**, winning five of the six regattas to reclaim 'The Bell'. Meanwhile, UC Irvine won the counterpart **South Series**, with rival USC second. The collegiate nationals are coming up in a few weeks, with the women sailing at San Diego State on May 26-28 and the co-ed competition at USC (Alamitos Bay). Stanford, which has zoomed up to number five in the co-ed national rankings (red-hot Tufts is on top this month) and **first in the women's rankings**, will definitely be a force in the finals.

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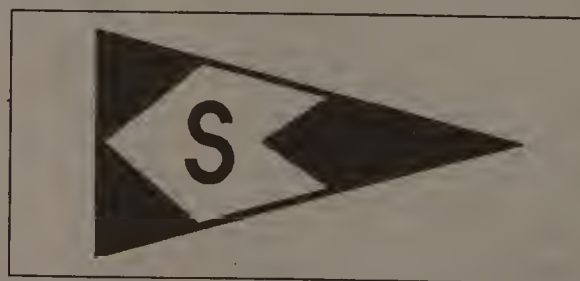


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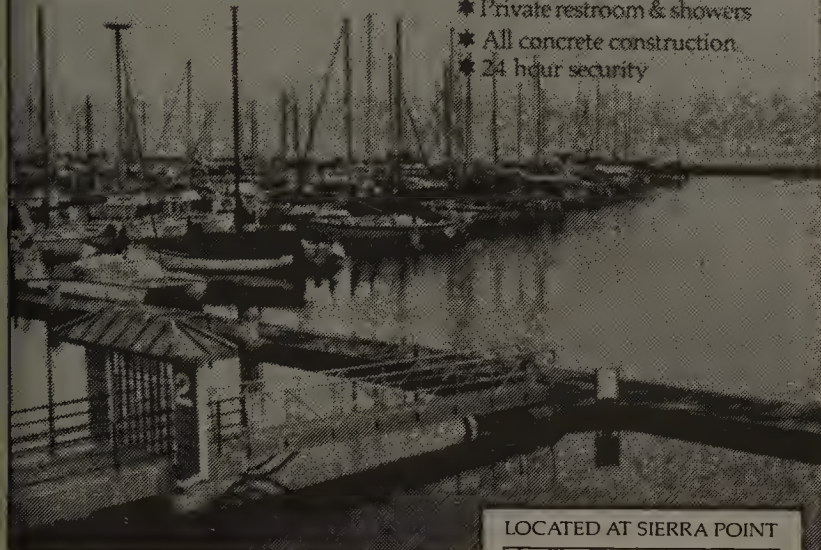
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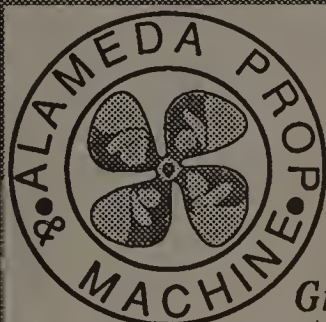


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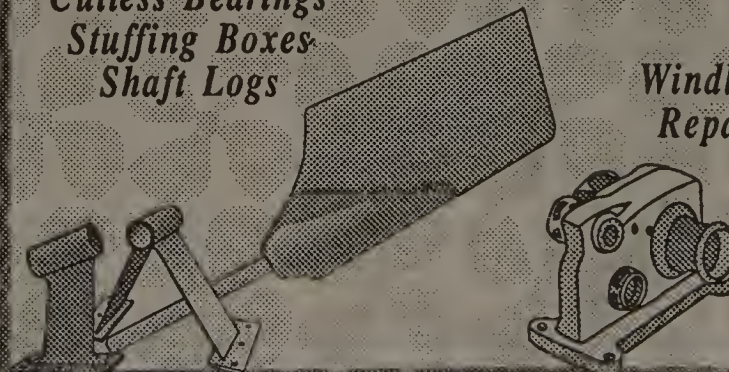
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CHANGES

With reports this month from **Tor II** on having a boat shipped home from **Fiji**; from not-giving-in-to-age Jim and Linda aboard **Dana**; from **Intuition** on their spooky search for diesel at **Bougainville, PNG**; from **Eventyr** on the unceasing wonders of the **Sea of Cortez**; from **Ivory Goose** on finding crew when cruising without a mate; from **John Skoriak** on three ways to enjoy the Sea of Cortez; from **Scallywag** on tips not taught at **cruising seminars**; and **cruise notes**.

Tor II — DownEast 38 Herb & Joyce Pfleger Shipping The Boat Home (Vancouver, Wa)

For a few cruisers who sail the South Pacific, shipping their boat back to the U.S. from Fiji or New Zealand is an option — when you need to quickly return home for work or other reasons.

While in Fiji in October of 1993, my husband Herb and I realized our financial situation wasn't strong enough to allow us to keep going. We'd taken two big and unexpected hits. The year before, *Tor II* had suffered extensive damage from hurricane *Lester* in the Sea of Cortez. And when we arrived in Papeete, we had to have the engine replaced. We therefore decided our best move was to return to the U.S. to rebuild the cruising kitty.

The most logical plan for us was to ship *Tor II* back to the Northwest, because it would allow us to start work as soon as possible — and still have our home and belongings back with us. Herb is a heavy equipment operator, and I'm a retired hairdresser and scuba instructor.

We chose Blue Star Lines out of Suva, Fiji, to handle the arrangements. Emma Volavola took care of everything, and was always careful and helpful. Our boat was the first one she'd ever shipped. Her lack of

California Star. The shipping charge was \$8,440, plus another \$1,450 for the wooden cradle built by United Marine of Suva. We left the cradle on the ship for dunnage, which had been pre-arranged with the captain.

By tying our mast atop *Tor II*, we saved \$10/foot for shipping it. The ship's crane lifted our mast out and carefully laid it on the deck of our DownEast 38. We did all our preparation of the rigging, stowing the boom, and so forth. Even though the ship lifted *Tor II* directly out of the water and onboard the *California Star*, we were still charged a \$150 fee by the Port of Suva for 'use of their wharf'.

Two weeks later our 'home' arrived safe and sound in Seattle. Blue Star said that they could only unload the boat onto the dock in Seattle and not directly into the water, so she was unloaded at terminal #25. A representative told us that rules change daily, however, so it could be different now.

We hired a trucking company from Portland to be on the spot when *Tor II* was unloaded. The truck was there, so our boat was loaded directly from the ship onto the truck. Prices vary greatly on trucking companies, so shop. If you decide to ship your boat home and pick it up by truck, pray that your boat doesn't arrive during a weekend. The dockworkers charge high overtime rates just to open the terminal gates on weekends.

We were responsible for insuring our boat while it was in transit. We faxed our carrier prior to shipping and found *Tor II* was already covered under our existing policy. You need to fill out Customs forms at the point of entry prior to the ship's arrival, and arrange with the agent for the shipping company to present these to Customs when they meet the ship.

Be advised that shipping costs vary according to the size of the vessel. Our DownEast 38 is actually 42 feet long with the bowsprit, has a beam of 11'10", and weighs 10 tons. We also had personal cargo of another two tons. The shipping company doesn't care about weight, however, only size.

Before *Tor II* went back into the water, we had a perfect opportunity to check all the rigging, sails, cutlass bearing, bottom, and



paint the spreaders. It didn't take long at all.

The only problem we had with the whole experience was that cockroaches somehow got into the boat and proliferated. But as soon as they experienced a little bit of the cold of the Pacific Northwest, they either headed for somewhere warmer or froze to death. In any event, they weren't hard to get rid of.

All in all, it was an experience we wouldn't forget for a long time — and if we do, we can watch the video I took of the entire process. It was one of those memories about which you say, 'You had to be there!' So if you ship your boat home, make sure you're there to enjoy it.

Right now, we're working hard and saving fast for our next escape to paradise. Our plans are to sail north to the Inside Passage of Alaska in May of this year, then to Baja in the fall. Eventually we'll sail through the Canal and explore the Caribbean — although I personally feel we have some unfinished business left in the South Pacific, such as New Zealand and Australia. So who knows?

— joyce 3/15/95



Ships are very, very big. It may be hard to believe, but if you look closely behind the crane, you can see 'Tor II' being unloaded in Seattle.

experience created a bit of apprehension on our part, but it was unwarranted.

The actual ship that carried *Tor II* was the



DANA

Who says retirement has to be boring or that you must 'act your age'? Linda Moore, whose photo graces both pages, is a Ph.D in marine biology who enjoys keeping current with her specialty. She's seen grabbing a few rays while enjoying the cyclone season at Ontong Java, which is at latitude 5°S. Jim Foley, who built the couple's boat, is active in retirement, too. He still surfs short boards and likes his boardsailing picante. He's seen in the inset coming up to speed atop the clear waters of Nukuoro Lagoon at 4°N.

California two years ago. We were in the Solomons for 10 weeks, and during that time we only saw two other cruising boats.

Then in early January we sailed north to Ontong Java. Along the way, we tracked a couple of typhoons north of us above the equator and a developing cyclone below us at latitude 10° south. When conditions were right, we sailed north, arriving in Pohnpei on January 21. If a typhoon had developed while we were enroute, we would have had the option of staying close to the equator at either Kapingamaringi or Nukuoro Atoll until conditions improved.

The cyclone season in the southern hemisphere begins about the same time as the typhoon season ends in northern waters — at least in non El Niño years. With some planning and a little luck, it's possible to enjoy the beautiful tropical islands all year long.

We will keep moving west through the Caroline Islands to Palau, then drop south to

at the Mariana's YC. Provisioning is easy, with stores and prices about the same as California.

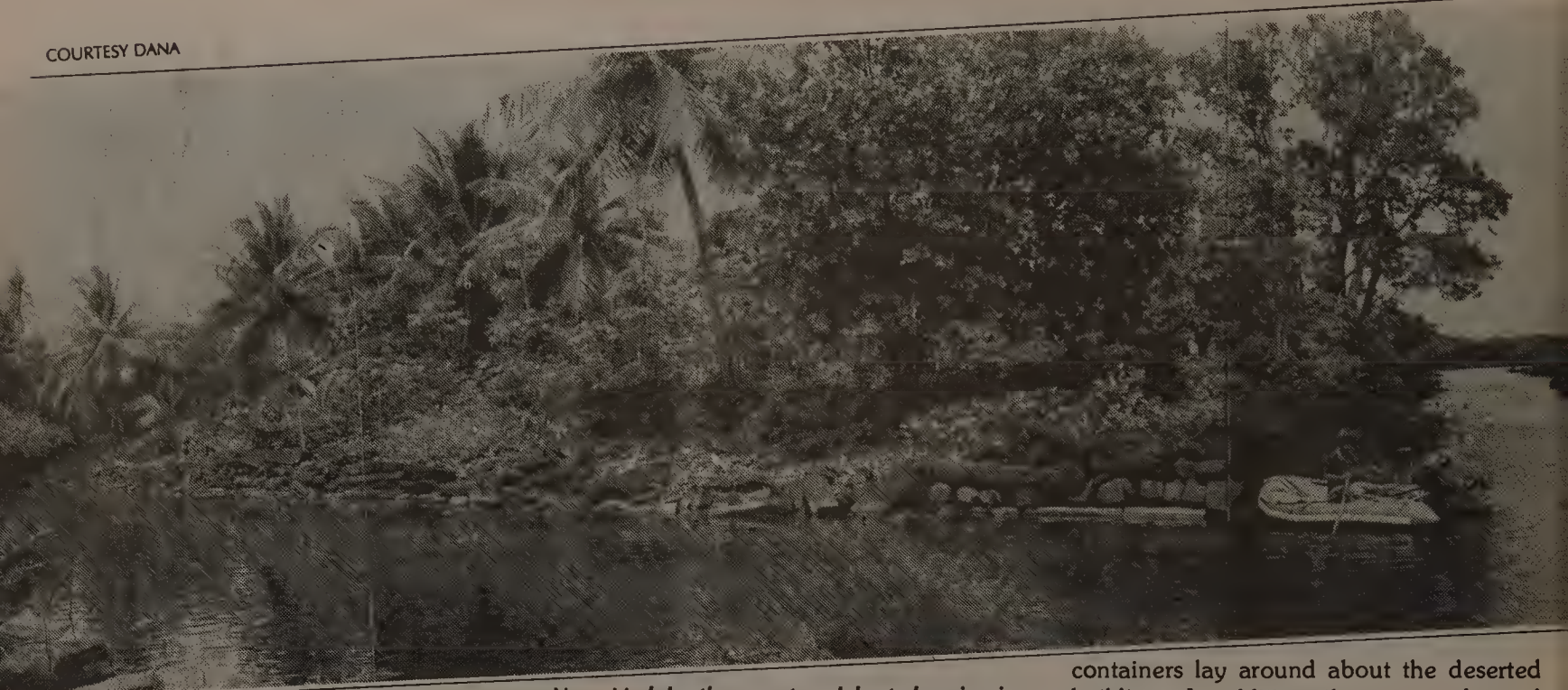
After last year's very rough sail down to New Zealand, and then returning to Fiji just ahead of the nasty 'Queen's Birthday Storm', we decided to spend the last cyclone season sailing in the relatively safe zone that exists within 5° of each side of the equator.

It's proven to be a good decision so far. We spent four months of the South Pacific cruising season in Fiji and the other two months in Vanuatu, then moved northwest to the Solomon Islands. We have enjoyed the best cruising we have had since leaving

**Dana — Santa Cruz 35/40
Jim Foley & Linda Moore
Cyclone Season At the Equator
(Santa Cruz)**

We're here on Guam for a couple of weeks to get our 'American fix' — i.e. junk food. There's a great bunch of cruisers here

COURTESY DANA



spend June, July and August in Indonesia. Hopefully we'll then met up with a few of our cruising friends who will be sailing northward from Australia. In September, we'll haul the boat out in Singapore and fly home to Santa Cruz for a visit — and maybe talk some friends into joining us in Malaysia and Thailand.

— jim & linda 3/22/95

Intuition — Cheoy Lee 35 Eric & Susan Marking Blunder In Bougainville (Guam, Formerly San Francisco)

We arrived in Guam after a South Pacific 'Milk Run'. While we enjoyed our stops at all the usual places, we found that our adventures picked up significantly once we got off the beaten track — such as our passage from Honiara, Guadalcanal, to Chuuk in the Federated States of Micronesia.

We left Honiara on November 19 for Chuuk, 1,100 miles to the north across the equator. After two days of absolutely windless conditions, we realized that we wouldn't have enough fuel to motor to Chuuk, and that it was unlikely we'd get any wind until we were north of the InterTropical Convergence Zone. As we evaluated our options, we re-read a series of *Sake Run* articles by Alicia Shepard that had appeared in *Latitude* [April through September, 1990]. In the series, Alicia spoke highly of the port of Kieta on Bougainville, Papua New Guinea, where it was reported that diesel was available. At that point, Kieta, 200 miles to the west, was our closest port — unless we went 200 miles south back to Honiara.

The thing about Kieta is that we knew there had been a major uprising on the island involving the huge BCL copper smelter, and that the smelter had been

Nan Madol, the most celebrated ruin in Micronesia. The impressive stone compounds and basalt buildings date from 1285.

closed. But a peace treaty had been signed, so we hoped things had settled down. Besides, major ports don't just disappear, do they? So we headed to Kieta to get more diesel.

After two more days of motoring, we entered the reef at Kieta at 1400 in the midst of a rain squall. The bay was narrow and deep, with Kieta at the head. Each time we came around a new turn in the bay, we expected to see a town, but all we saw was dense foliage. It was very quiet and there was no sign of life.

Eventually, Susan spotted some buildings through the binoculars, but they appeared abandoned. As we got closer, we could confirm that nobody was around. We also saw that power lines were covered with vines, the wharves had been damaged,

After much confusion, Eric and Susan Marking were relieved to learn they were being detained by the army, not the rebels.



COURTESY INTUITION

containers lay around about the deserted buildings. In addition, there was a burned out bus in the roadway.

There was an eerie silence throughout the bay that added to a growing sense of uneasiness. Soon we passed a dugout canoe with two men, who didn't stop at our shouts or come alongside. This was very unusual, as a cruising boat generally attracts all sorts of attention from locals in canoes. We continued on, convinced that a large town would be just around the next bend. But then we ran out of bends. Convinced that, 'Yes, major ports can just disappear,' we decided to get away from Kieta as fast as possible.

As we turned to leave, a helicopter flew overhead. We were relieved, because while we know helicopters don't burn diesel, we figured there had to be some nearby. We tried to contact the chopper by VHF, something we'd done a few days earlier when a helicopter from a fishing boat had buzzed us. (That little event had resulted in a Three-Stooges like collision in the companionway between Susan and I; she, topless, was trying to get out of view from the copter, while I was trying to get topside to see what was going on.)

We couldn't contact the Kieta chopper by radio, but the pilot kept coming closer and closer — giving us the best wind we'd had in four days. When he was no more than 100 feet away, I held up our jury cans, and he pointed around the headland to Arawa Bay. It was just about then that we noticed the helicopter had a machine gun mounted on it! The pilot didn't look any too friendly, either.

Soon two panga-like boats came roaring around the headland at which the pilot had pointed. The pangas were filled with guys dressed in a motley collection of shorts and T-shirts — and armed with M-16s or their functional equivalents. As they drew close, a



third boat powered up from the bay where Kieta was supposed to have been. This third panga was also filled with guys with guns. Then the helicopter swerved lower in what appeared to be an attempt to drive the third panga away! Meanwhile, the guys in the first two boats motioned to us to follow them, and to do so as quickly as possible. Needless to say, our stomachs were in our throats!

When the third panga succeeded in catching up with the first two, the crews all started yelling at one another and gesticulating wildly. 'Who are the good guys and who are the bad guys?' we wondered. It sure wasn't like the Hollywood movies where the good guys wear the white hats and the bad guys wear the black hats. At this point we felt certain of only two things: 1) We'd been found by either the rebels or the army, and 2) There was nothing we could do to escape.

Panga #3 eventually left — we never found out what they were about — so we were escorted by the first two pangas — one in front of us, one in back — toward Arawa Bay. As we went along, Susan went below

and prepared a 'hostage bag', complete with clothes, toothbrushes, malaria drugs, passports, chocolate and playing cards.

But before we reached land, a fourth boat came out from the other side of the bay and gestured for us to follow them. The first two boats were equipped with machine guns, but this new one had a much bigger 50 caliber machine gun! Working on the assumption that you follow the guys with the biggest weapons, we decided to follow the new boat.

As we proceeded to the west side of the bay, we could clearly see the ruins of the



(Top) Members of the Papuan New Guinea Army, which came to the aid of the Markings. (Below) Mineral deposits are enormous in PNG.



BCL smelter and wharf. Then — could you believe it! — yet another boat came racing out toward us. 'Here we go again,' I thought — at least until I could see there were two white guys in the boat towing a third on water skis! At last we began to feel some sense of relief, because it's rare that people water ski through active battle zones. Soon we could see some kind of settlement on shore where we were being directed. Perhaps there was a resort with a swimming pool, washing machines and cold beer?

We anchored in front of the settlement, being watched by a crowd onshore — including the three water-skiers, who turned out to be Aussie chopper pilots on six-month contracts. A boarding party — dressed in uniforms and flak jackets — soon hopped on *Intuition*. The first guy on our boat introduced himself as — and I'm not making this up — "Captain Killer." Fortunately, his name is spelled 'Kilar', and he would turn out to be one heck of a great guy. He asked us if he might ask us a few questions. Whew! At least they weren't going to shoot first.

Captain Kilar wrote down the particulars of our vessel, examined our charts to verify our story, and then asked us if we realized that they were under a 'state of emergency'. When he said he'd have to "detain" us for a few days, Susan and I both asked, "What kind of detainment!?" Fortunately, we'd only be confined to our boat. Nonetheless, one of the men was instructed to "disable" our boat so we couldn't leave.

We soon learned that these men were the 'good guys', members of the Papua New Guinea Army. They were just doing their job — which is to protect dumb yachties from stumbling into trouble. They did a very thorough search of our boat, looking through *all* the lockers, and asking us to pump our bilge so they could see the bottom. They even sent a diver down to inspect our hull — who informed us that our bottom was dirty.

As our interrogation went on, Capt. Kilar explained that until six months before Kieta

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had been held by the rebels and had been a major destination for smuggled arms. Hence their reaction when we sailed in. It turned out the officers were more worried about us being captured by the rebels than the possibility we were smuggling guns. "If you'd been captured, we'd have had to go in and get you," said one.

Apparently about one yacht a year blunders into the situation. An Australian cruising boat had been fired on by the rebels about a year before, but managed to escape without anybody being hurt. At least we weren't the only stupid cruisers around.

At this point we felt comfortable enough to ask about diesel. It turned out the camp itself was short of diesel as their supply party had been ambushed two days before, during which one soldier had been killed. But they'd let us know in the morning. As Capt. Kilar and friends left our boat, he told us it was very safe where we were, that they had 24-hour patrols and spotlights. But he undermined our confidence when he added: "If you hear a 'pop pop pop' in the night, feel free to leave immediately." Sure, with our supposedly disabled engine!

The next day was Thanksgiving. I spent the morning in the water, scrubbing our dirty bottom. In the afternoon, we really had something to be thankful for: Capt Kilar had returned with clearance papers — and 20 gallons of diesel from one of their boats! We quickly departed, sailing out the pass on a reach in 10 knots of wind, escorted by dolphins. We then caught a 10-pound mackerel for our Thanksgiving dinner and celebrated our escape.

It's lucky we got what diesel we did, because what followed was a windless 860 miles to Chuuk. We actually had to flag down a Japanese purse-seiner in the middle of the night to get 20 gallons of diesel — but that's another story. We're now in Guam where we plan to work for a year before resuming cruising. There are plenty of jobs here and all the amenities of the States.

As we look back on our adventure, we realize that it was caused by impatience on our part. We had plane tickets back to the U.S. for Christmas and we didn't want to miss the flights. Once again we had learned the most common cruising lesson: that schedules and cruising don't mix.

In closing, we have three bits of advice: 1) No, Bougainville is not yet 'cruiser friendly'. 2) Getting off the beaten track is much more interesting than the Milk Run. 3) Carry lots of diesel.

— eric 3/15/95



Zooming along in the dink, hair blowing in the warm breeze — fast is fun! But boy oh buoy, can speed ever kill. It happened at an island in the Eastern Caribbean last month, but it could happen any time and any place boats gather. In the dark of night, two guys and a gal — not the one pictured above — hopped into a dink and headed for shore and fun. Thrilling to speed, it was full throttle ahead without much attention to where they were going. Buoys — such as the one in the top photo at right — mark the channel. When a dinghy loaded with three people slams straight into such a buoy, the buoy ends up looking like the one at the lower right — except without the temporary rubber cone on the top. The two guys? They were injured, but survived. The young woman? Dead from injuries caused by the impact. Speed kills on the water as well as on land. Please, be careful out there.

Eventyr — N/A Chris & Erik Dewar Three Years In Wonder (Arlington, Texas)

After spending three years sailing up, down, and across the Sea of Cortez, we are still wide-eyed with wonder at the beauty of the land and the mysteries of the Sea. So we decided to try to learn a little more about some of the strange things from the deep that we've found while wandering along the beach or while snorkeling and diving. Two of the more intriguing creatures are the whale shark, the largest fish in all the oceans, and the breathtakingly beautiful paper nautilus 'shell', which turns out not to be a shell at all.

One of our most memorable experiences occurred in the northern part of the Sea when we saw a large fin slicing through the still waters of the anchorage. Oh no — a shark! Or so we thought. While in the dinghy the next morning, we came across a strange slick spot in the water, from which an enormous mouth emerged, vacuuming the surface for whatever it might find. As it came closer — obviously curious about this

floating object in its path — we watched with amazement as the creature slowly circled our dinghy, dove underneath and then moved off.

When it repeated the performance, it came close enough to touch. It's skin was a cool, hard surface like wet velveteen stretched over a rock. The large, shark-like dorsal fin was 15 feet behind its mouth — way back there! It's what we'd seen cruising by the afternoon before and had mistaken for a shark.

Two companions later joined the first whale shark — which we'd named 'Fred'. After we had observed their unhurried, peaceful feeding for awhile, we gathered all our courage and joined the trio in the water. What an incredible experience to see a five-foot long mouth gliding slowly toward you out of the dark, the whale shark's small, widely spaced eyes cautiously looking us over! We sent it all our good vibes with the urgent message: 'Friend, please!'

We touched the whale shark's flat, brownish-gray spotted head, held on to its

ALL PHOTOS LATITUDE 38/RICHARD



We later saw four other even larger whale sharks. Apparently they migrate to the bays of the northern Sea of Cortez each summer in search of food.

Little is known about the whale sharks, although they are found in tropical seas around the world and as far as 30°N and 30°S. The largest concentrations are from the Sea of Cortez to Acapulco, and in the Caribbean and the Gulf of Mexico. They often appear alone or in small groups, although friends reported seeing a group of up to 100 near Cancun.

Whale sharks belong to the same family as zebra and nurse sharks. Their wide mouths contain over 300 rows of small teeth in the upper and lower jaws, but only 10 to 15 function at one time. They feed on the surface, mainly on plankton, migrating to follow the blooms. In the process, they vacuum up crustaceans, fishes, squid and even the accidental small tuna that gets in their way.

The largest whale shark caught was 55 feet long, but they rarely exceed 35 feet. They are estimated to reach the ripe old age of 55, but nobody really knows for sure. Equally mysterious is their method of reproduction. Some sharks are born live, some are hatched from eggs either inside or outside the mother's body. One captured whale shark had 16 egg cases in her uterus, and decades ago in the Gulf of Mexico, a single egg casing measuring 12 feet by 6 feet by 4 feet was found containing a 14-foot long embryo — the yolk still attached.

Some research is being done on whale

sharks at Bahia de Los Angeles, so hopefully we'll learn more about these gentle giants. Hopefully you'll be better informed if you meet one. The first time we saw a whale shark, we didn't even know what it was!

After swimming with seals, dolphins and whale sharks, our next favorite pastime is combing the many beaches on the eastern shore of Baja and the offlying islands. We'll never forget the first time we did this and found a translucent fragment of a paper nautilus wedged in among the rocks on an island near La Paz. We'd seen complete specimens of nautilus 'shells' only in shops selling rare shells at outrageous prices. On later forages in other parts of the Sea, we came across an occasional small, complete shell, at which time speculation ran high as to what creature was able to manufacture something so magnificently delicate.

We've now learned that the paper nautilus shell is actually an egg case constructed by the female of the species — the males have to do without. These argonauts are octopus-like mollusks that belong to the family of cephalopods — literally 'head-footers'. They are found world wide in the open ocean as far as 40°N and 40°S, and as far down as 2,500 feet. Usually, however, they are closer to the surface.

Their color changes from a blue-violet sheen to white and purplish red as they draw in and expel water through their siphon, which is their method of propulsion. Several females in their egg cases, however, have been observed swimming in a chain holding

fins, and slowly glided through the water along with it — still wondering when he'd 'wake up'. When 'Fred' had enough, he increased his speed and dove away. But we never had any feeling of being threatened.



'Fred', the friendly whale shark in Bahia Las Animas. Infrequently seen, whale sharks are friendly and pose no threat to swimmers.

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on to one another!

When the female argonaut is only a couple of weeks old, she starts secreting a calcareous substance, and builds her egg case with her two dorsal arms which have developed a web-like glandular membrane for this purpose. The knobs of the 'shells' are formed by the suckers. In mid-water, she holds the completed case, which is neutrally buoyant because of a small air bubble trapped inside.

Around March of each year, the female lays a mass of many thousands of filament-connected eggs into the bottom of the 'shell'. Then, propelled by her long funnel, she floats to the surface with all tentacles inside her 'shell'. She stays with it until her growing brood gets too big, starts hatching, and forces her out of the case — which ultimately washes ashore.

The membrane, spread out over the shell, also alerts her to any food — small fishes and crustaceans — that brush by and which she sweeps into her small beak with one or more of her six arms. When alarmed, the membranes retract inside the egg case. Argonauts aren't very fast jet swimmers.

While the female can grow to two feet in length, the male argonaut is no bigger than an inch long and floats around the oceans as part of the plankton. The male's third left arm is modified into a whip-like, sperm-filled copulatory organ with tiny suckers at the end. This organ is curled up in a sac and is about 10 times as long as the rest of the male. After mating, this organ detaches and

several have been found in the female's mantle — and were originally thought to be parasitic worms.

The incredibly beautiful, fragile nautilus 'shell' itself usually measures four to eight inches long. We've come some little two-inchers in the Sea, and some rare specimens up to 12 inches across have washed ashore. The female has the ability to mend breaks; one case was found with the broken piece cemented back in place — but inside out! There are several different species of argonauts: some with broad backs, some narrow, some with black knobs, some brown, some with horns at the opening, some smooth. Some shells have been discovered in the stomachs of mahi mahi and sail fish, and unbroken specimens are highly prized by museums and collectors.

As one person stated after finding a paper nautilus on a beach in the Caribbean, "The very few collectors who have discovered a perfect specimen must be excused for claiming divine guidance!"

At any rate, there is just no end to the beauty and wonder to be discovered in the Sea — by those who keep their eyes and minds open.

— chris & erick 3/15/95

Ivory Goose — Freedom 44 Lansing Hayes Cruising Alone — Together (Mexico)

I love to travel around the world exploring warm oceans and exotic towns. My wife does not. For years I've puzzled about her lack of interest in my passion, but now accept it for the firmly held opinion that it is. I do not love my wife less for it, I simply miss her when I'm out cruising.

I have one of those accommodating marriages where my wife stays home solving real estate business problems while I spend my savings sailing *Ivory Goose* through Central America, the Caribbean, and the Med. So far I have gotten as far as Zihuatanejo twice.

My first season in Mexico was planned, because I knew that after visiting me and the boat in Bahia Tenacatita, Chacala, San Juanico and Chemela, my wife would realize the foolishness of her fears, rent the house, sell the car, and join her lover for canapes and wine by the light of the cockpit lantern. Alas, such dreams were not to be. My wife still views the sea as being dangerous and indifferent. In her view, life is too short to expose oneself to such a wet, unpleasant death.

So how does a person like me sail a 44-

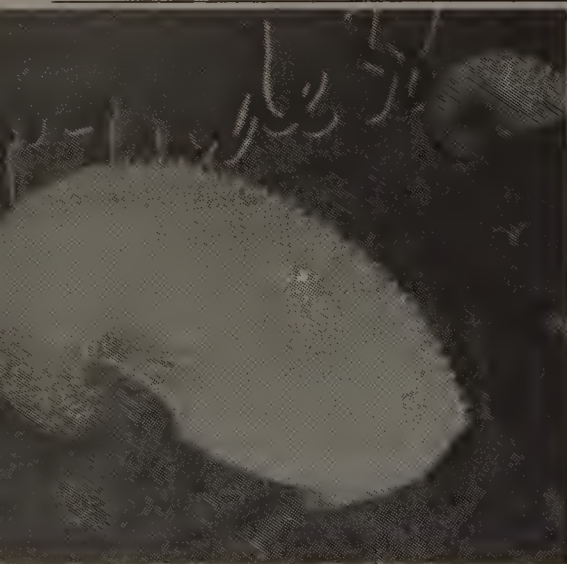


foot boat from California to Europe? Simple, with a little help from my friends. And how does one get friends to give up responsible life for a few weeks or months on a cruising boat? Not so simply — as I can attest after having done it for two years.

I should point out that I don't care for sailing alone, because I get lonely and scared. Besides, I spend night watches talking to my father — who died 20 years ago and with whom I rarely got along. I know passage-making alone is for the seriously demented, because my dead father can climb over the stern rail to sit in the cockpit to chat with me when I don't have crew.

Now, about getting friends to join me. Years ago, I started out trying to expand my circle of friends who sailed. I sent ads to *Latitude Crew Lists* twice a year, and took those who responded for daysails on the Bay and up and down the coast. I joined Sailing Education Adventures, and starting taking members out on the Bay. I took friends from business out. I even encouraged the boyfriends of my four daughters to come sailing!

Before long, a lot of people from these groups had expressed a general interest in



Chris of 'Eventyr' holds a large and a small paper nautilus. These are frequently marketed in shell shops despite the fact they aren't shells.

stays in the mantle cavity of the female until she expels it. The male then grows another 'whip' for his next conquest. Occasionally,

COURTESY EVENTYR



SPREAD, LATITUDE 38/RICHARD

INSETS COURTESY LINDA RUTHERFORD-WELF

No worries Monica, Ron and Linda (inset left) were behind the camera when the inset photo above was taken. Spread; the 'Goose' on the go!

sailing further afar. I had difficulty sorting out their intentions, so I devised a questionnaire. In it, I asked about their interests, skills, abilities, desires, possible contributions and how much time they realistically could take off to cruise.

At the end of the questionnaire, I made some of my own personal desires quite clear. That controlled substances and recreational drugs wouldn't be allowed. That this was to be a fun cruise, and that the only charge would be for food and drink, and for transportation to and from the boat. But that all the crew would be required to stand routine watches and share in the maintenance of the boat as well as the preparation and cleaning up of meals. Last but not least, I advised that everyone would be required to sign a waiver of liability.

When you start reducing either your intentions or your questions to writing, you run the risk of appearing too anal for many serendipitous sailors. However, the more you understand about potential mates and the more they understand about you, the happier everyone will be when stuck together

200 miles off the coast. So I felt it was better to err on the side of caution.

Of all those who asked for a questionnaire, about half returned them to me. The others were either turned off by it or permanently left the form on their dressing table. Of those that returned the questionnaire, most have already sailed on the *Goose* in foreign waters.

Some of the potential respondents ran afoul of the 'no single women paragraph'. "If you are single and female," it reads, "please plan on bringing a companion with you. You will be more comfortable and so will my wife, Monica. Sorry, no exceptions." I find this rule unnecessary, but Monica is a lot wiser than I, so it's been a non-negotiable deal between us since the beginning.

In order to keep in touch with everyone, I started the *Friends, Crew and Fellow Travellers of the Ivory Goose* newsletter. I had intended to fill the newsletter with the realities of boat life and our cruising adventures, in which I would describe exotic scenes and such. The newsletter would also keep my mother — who takes seriously her responsibility as the keeper of family cohesion — off my back.

The newsletter has grown into a 14-page assortment of photographs (most of crew antics), travelogues (what you see during a

30-minute walk along Chacala Bay), advice (leave most clothes behind and fill duffle space with chocolate chip cookies, good wine and Peet's Coffee), frustrating confrontations with the skipper's ignorance (usually involving the engine or electrical wiring), the terror as well as the exhilaration of slipping down the face of a huge swell on a black night, stealth dinghy trips to deposit trash in someone's dumpster, and other stuff. The sum of it, I hope, approximates what cruising is like. So far the newsletter goes out to about 120 sailors — and my mother. I ask only that the recipients occasionally write a note to let me know they are alive.

So what's it like to have a continuous stream of vacationing friends coming down for a month of cruising? Without qualification, I can say that I love it! It's like managing a small bread & breakfast. I've found that the joys of travelling and of meeting other cruisers are only amplified by having fellow adventurer aboard — sort of like the way a cello resonates the sounds of the strings. As for those who've joined me, I've yet to have anyone aboard who didn't have the time of their life.

Each crew brings wholly separate talent and enthusiasms. One was such an avid fisherman that we constantly had two lines out. The whole crew became so practiced at the 'Hey, we got one!' drill that the sound of somebody spinning a winch backwards would have us all leaping to our battle stations with our mouths salivating.

I spent one month in the Sea of Cortez

COURTESY C. GIOVACCHINI



'Goose' Hayes with Chris Giovacchini south of the border, salivating at the prospect at more 'fruites de la mer'.

with a terrific cook who insisted we needed capers for his ceviche recipe. We prowled La Paz asking — in broken Spanish — where we

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might find them. No luck. Fortunately, two crew were returning to the States for Thanksgiving, and each returned with a large bottle of the little devils. They were gone three weeks later, but during the interim we'd eaten a lot of great fish!

Then there was the time when three of the crew absolutely adored music. Every night the cockpit or the salon would be filled with their harmony. They tried their best to teach me the recorder — which I had aboard in the 'drawer of good intentions'. I didn't get far, but I appreciated their attempt.

Another time I had two crew who'd only been introduced to each other that afternoon, nonetheless by that evening they were making 'shadow sculptures' on the beach at Cabo. At present, I have a friend in the film business aboard. On the way to Venezuela, where he must get off to return to the real world in Hollywood, we are collaborating on a screenplay.

So far I've had about 30 'friends' aboard. Of these, only five had not sailed with me before. They were people I'd met in Mexico who were bumming from boat to boat.

The professions of my 'friends' so far have been varied: several landscape architects, Spanish teacher, artist, emergency room physician, one aerospace engineer, two computer engineers, a geneticist who manipulates the genes of walnuts, a graphic designer, a Med-Evac chopper pilot, one permanently travelling traveler, two Dutch drifters, a therapeutic masseuse. — the professions of contemporary America. However, after each guest's duffle is unpacked and the lee cloth explained, we are all sailors running the boat. All equal before the mast, so to speak.

While it's possible to cruise without my best friend — my wife — aboard, the scheduling, logistical and emotional support I get from Monica at home are tremendously valuable. Like E.T., I call home constantly, and the lift I get from hearing her voice over the scratchy Mexican phones lines is incalculable. Coming up with compelling reasons to bring her permanently to the Goose has become something of a cockpit game — like trying to answer the question of whether or not dolphins sleep.

Monica loves horses. For awhile I promised to live in New Mexico on a mule ranch if she would join me. So far, neither it or anything else has worked. If the California real estate market continues to be flat, the best I can hope for are gradually lengthening visits.

It's been work getting 'friends' to crew



with me, but the result has been very satisfactory. We've had many moments on the boat — sailing, playing with the various boat toys, or simply living afloat — that have made me wonder how on earth anyone could achieve happiness living any other lifestyle.

— *lansing* 3/5/95

Pandora / Dark Star / Kestrel Wintering In Baja Compiled By John Skoriak (Sausalito & Mill Valley)

While most of us back home in the Bay Area suffered through one of the greyest, wettest winters in memory, those smart enough to 'make the break' south enjoyed a beautiful winter in Mexico. Among those escaping the Northern California deluge — six more inches and the area would have qualified as a 'rain forest' — was Sausalito sailor and marine technician Mark Cenac. Although Cenac lives aboard his classic Atkin Ingrid ketch in Sausalito, he decided to take the 'quick' route to Baja by trailering his 22-ft fiberglass centerboard yawl *Pandora*.

After adding a removable hard dodger/cuddy cabin and a canvas awning, Cenac headed south in January. Several

'X'ers' Ben and Rebecca aboard 'Kestrel' (spread). Barney and Antonia of 'Dark Star' (upper right). The beached 'Pandora' (lower right).

days later, he launched *Pandora* at Puerto Escondido and headed south toward La Paz on what would be a two-month cruise. Cenac's unique boat — which only weighs 500 pounds fully loaded — is not only trailerable but also easily beachable. Thus he was able take her up on shore over 50 times during the trip.

Lamenting the fact that he had left his Baja cruising guide behind in the haste of departure, Cenac navigated with a AAA road map of Baja. Although he doesn't necessarily recommend the practice to other cruisers, he notes that you can get away with it with a beachable centerboarder.

This was Cenac's fourth trip to Baja with *Pandora*. He feels that the boat's only shortcoming is that, due to light weight, she often tips to one side while at anchor. As a result, two people sleeping inside often end up on top of each other — although Cenac recognizes that there are circumstances where this would be considered an advantage.

As he made his way south by boat, Cenac came across several other Marin-based cruising boats. One was the Union 36 cutter *Dark Star*, the subject of the two-part *Do It*



ALL PHOTOS COURTESY MARK CENAC



his role of hunter — and the taste of fish.

As happens with a small percentage of folks who head to Mexico each year, Ben and Rebecca have 'gone native', which means they stay out at the islands as long as their staples last to 'support' their fish. In addition, they 'roll their own' — tortillas, that is. Rebecca even makes a delicious desert specialty tortilla from flour, cinnamon and sugar.

Big boat, little boat, trailerable boat; it didn't matter what you went in, as long as you went.

— john skoriak 4/15/95

Sallywag — Islander 37

Tim & Suzy

What They Don't Teach In Seminars (Mexico)

Most first-time cruisers have prepared for cruising by reading everything they can get their hands on, attending seminars, and talking to experienced cruisers. Even so, there are still things 'new kids on the block' won't figure out until they've been in Mexico for awhile. Here are a few tips we've gathered from our years in Mexico:

Foreigners are legally prohibited from taking shellfish in Mexico — but local fishermen will often trade for T-shirts, candy, toys and cash. When you clean and prepare lobsters for cooking, break off one of the feelers and use it as a tool to clean out the digestive track. Need we be more explicit?

Don't eat raw oysters, scallops or clams — unless you got them yourself or you know for sure where they came from. Hepatitis is a real danger in Mexico — we know from firsthand experience — and raw shellfish is a frequent culprit.

Medicines are readily available in Mexico, and usually for quite a bit less money than in the States. In addition to all the things you already carry, look for two Mexican items: *Domoboro* and *Violeta de Genciana*. Both are excellent for fighting infected cuts and scrapes. Part of the reason they work so well is that they help dry out the injury, which is very important in the moist sailing environment.

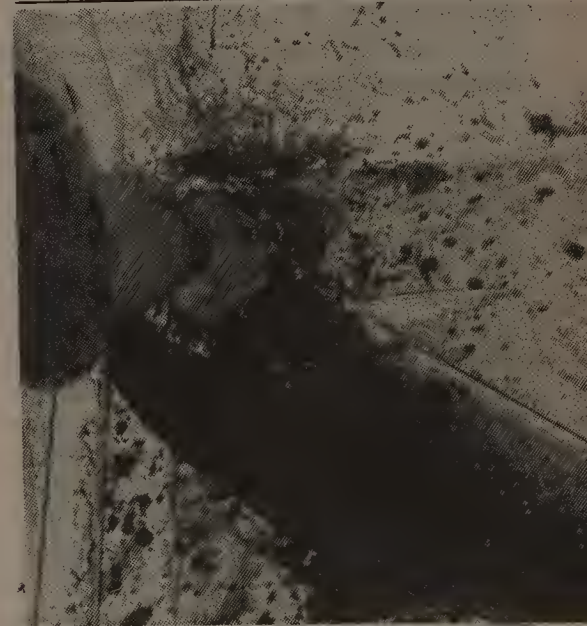
Several of the larger Mexican cities have huge supermarkets that rival anything in the States. The ones we're familiar with are in La Paz, Guaymas, Mazatlan, Puerto Vallarta and Acapulco.

Sooner or later you'll get cockroaches, earwigs or other crawly critters onboard. Your initial impulse will be to spray or bug

bomb the heck out of your boat. Don't. Using poison on bugs of this type causes them — as their last act — to lay eggs, so you'd end up with more of them than you started with. The best way to get rid of them is with 'sticky hotels'. The bugs go in, get stuck, their eggs get stuck, and the cycle is broken. 'Sticky hotels' are generally not available in Mexico, so bring them with you.

Awnings are a must in Mexico, but don't make the common mistake of making the cockpit of your boat end up like a cave. You should be able to move around freely and have good views. And don't have an awning made up that is so elaborate that it takes forever to put up or take down. *Cubascos* strike without warning — often in the middle of the night — so work on your 'awning drill' until you can get it down in less than two minutes.

Cruising in Mexico usually involves a fair amount of 'parking'. It's not uncommon for us, for instance, to anchor for several months solid in the same spot. When we're ready to leave, there is substantial growth on our anchor chain. If we were to just pull the chain into our locker, the stink from the dying organisms would be unbearable. The easy way to remove barnacles and other hard growth prior to bringing it into your locker is with a small sledge hammer and a



Fish killing is best done by the woman of the boat. In the nude no less. Such is the advice of Suzy of 'Sallywag'.

brush. We've found that when you tap the barnacles, they just disintegrate — even the 'foot' goes away. The same technique works well on dinghy bottoms.

Anchoring in Mexico, where there's

Yourself Refit series in *Latitude* in 1993 [September and October issues]. Now owned by Sausalito-based Barney Brown and his friend Antonia Albano, *Dark Star's* crew are enjoying their first winter in Mexico.

Since he'd spent a great deal of time assisting Barney with his year-long preparations for the trip, Cenac was especially pleased to see that all of the systems he had installed on *Dark Star* — most notably the electric windlass — were operating well. Cenac reports that both Barney and Antonia, who shuttles between the boat and her Sausalito apartment, are doing well and enjoying the less stressful cruising life in Mexico.

Cenac also rendezvoused with fellow trailer sailors Ben Galland and Rebecca Wunderlich of Mill Valley, featured in the February article, *Generation X Does Mexico*. They certainly were 'doing' Mexico, reports Cenac. From sailing to climbing, hiking to surfing, skin diving to fishing, the dynamic young pair are thoroughly enjoying gunkholing between islands with their 24-foot keel-centerboard cruiser *Kestrel*.

Ben has become a proficient free diver, going down as far as 40 feet in pursuit of fish. Ben, a professional fly fishing guide, ironically had rarely eaten the fish he'd caught. In Mexico he appears to be relishing

plenty of space, doesn't have to be like in crowded California. So don't practice the 'banana method' — anchoring in bunches — unless you're cruising in a consenting group.

For those of you lucky to have freezers onboard, you may be able to maximize your space by using zip-lock baggies instead of ice trays. Clothespin the baggies to the outside of the evaporator unit and you'll get good results without taking up space inside.

If you like frozen yoghurt, buy the small containers of the drinkable yoghurt and put a couple in the freezer for a few hours before you plan to eat it. It will be frozen and ready to eat — but it won't take up any room until you are ready for it.

One last freezer note. If you use metal ice trays, be careful about always putting them in the same place in the freezer. They tend to chafe the capillary tubes over time and you may lose all your freon.

Ladies, don't give up shaving your legs to save water or because it's cold and goose bumps get in the way. All you need is a cup of water and any cheap lotion. Coat your legs with the lotion and dip your razor in the water as needed. It's fast and easy, and there is no mess. You'll be done in minutes and you're other half will appreciate it.

Also, ladies, the man on your boat probably does most of the fish cleaning — but I believe that it's a great job for ladies. I personally 'do it' in the nude because I find that it makes for easy cleanup — and an attentive mate.

— tim & suzy 3/15/95

Cruise Notes:

How reliable are .406 EPIRBs? We've always had a lot of faith in them — even after Marshall and Dee Saunder's EPIRB didn't work when they were run down by a freighter off the coast of Mexico. But now we're forwarded a Coast Guard communication by Ray Conrady of San Francisco that says: "A .406 EPIRB signal has been received with no position given, from the 48-ft ketch *Samantha Ann*. Vessels are requested to assist if possible."

Huh? If a .406 EPIRB is able to transmit any information — such as the boat it belongs to — our understanding is that it would also have to be transmitting its position. Has anybody else had any trouble or heard of any trouble with this most critical piece of life-saving equipment?

"Looks like we're going to have to carry two EPIRBs now, too," concludes Conrady. This is from a gentleman who has spent countless days at sea, not the least of which



LATITUDE 38/RICHARD

One advantage of 'cruisers' races'. Even women who are new to sailing get to take their turns at the wheel.

was as navigator aboard the victorious *Swan 65 Sayula II* during the first-ever Whitbread Around the World Race. Conrady, by the way, disputes an April issue report that Ramon Carlin, the Mexican owner of *Sayula II* since she was new, has sold the boat. "Carlin says he'll keep her until he dies," assures Conrady.

If you're headed to **Mexico** this winter and are confused about reports that some ports are now charging for boats to anchor or moor, take heart, even cruisers currently in Mexico are confused. As of late May, the Port Captain's office in La Paz was assessing a 94 pesos per week fee (about \$14 U.S.) of some boats arriving in La Paz. Other boats were not assessed the fee. It's not certain if there's any reason for the inconsistent policy — although we received one fax from La Paz that said sex was a factor: men had to pay, women didn't. We have no confirmation of that, however.

As of April 22, however, nobody from the Port Captain's office was going around demanding the fee of boats already on a mooring or at anchor. The **Club Cruceros de La Paz** requested and was given a group check-out permit for boats going to **Sea of Cortez Race Week** — without anybody having to pay a fee. But under the terms of the permit, all the boats must return to La Paz. As such, they would still fall under the dominion of the La Paz Port Captain. A ranking officer of the club advised *Latitude* that they would "pursue the matter" as soon as Sea of Cortez Race Week concluded at the end of April.

The law cited by the La Paz Port Captain as justification for the fee is Article 170, which states: *Supervision por cada turno de 4 horas de embarcaciones Nal y ext. en*

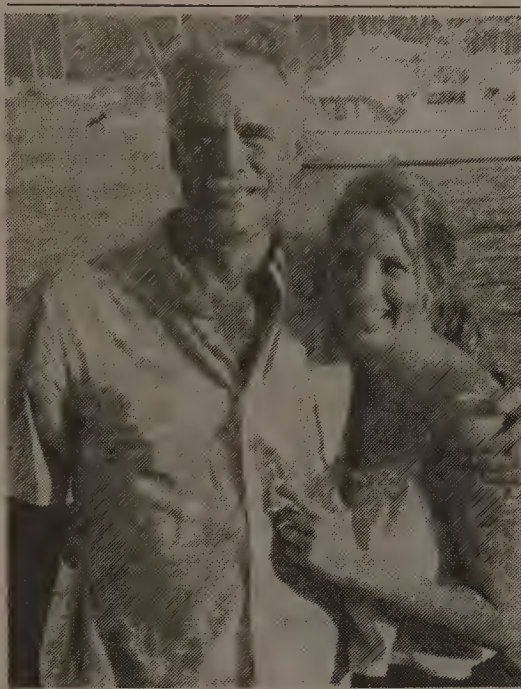
establecimientos o lugares ubicados dentro de la Zona Federal, en servicio diurno. Exactly what this means has been a matter of dispute among our Spanish experts, but apparently this law has been on the books for ages, and until it was severely tortured, was meant to apply not to recreational boats, but to commercial vessels many years ago that needed help and security when arriving in port.

Nonetheless, a U.S. consulate official in La Paz was told the Port Captain in La Paz has every right to assess the fee. If the Port Captain was able to collect from every boat he says it should apply to, the port of La Paz would be about \$12,000 U.S. richer per month — a veritable fortune south of the border. Of course, that would be offset by the business lost by cruisers who either left or avoided La Paz. The fax we received estimates that some 50 boats are skirting La Paz; if each normally would have pumped \$500 U.S. into the La Paz economy, it would now be missing close to \$25,000 a month. The author of the fax, whose signature was illegible, went on to report that the following — and totally inconsistent — anchoring fees have been announced in other Mexico ports: Mazatlan, \$2 U.S. a day; Puerto Vallarta, \$4 U.S. a week; Acapulco, \$4 U.S. a day; Puerto Madero, \$4 U.S. a day. These are all rough approximations.

We've also been told that when you check into La Paz, in addition to being given a copy of the *Rules of the Port*, you're presented with a holding tank pump-out form. It has space for a stamp to be affixed each time you have your holding tank pumped out. Whether anybody is checking for compliance and what would constitute compliance — four pump-outs a month? — is also unclear. Mexico being Mexico, the uncertainty of it all could remain for many months — if not years.

"We obviously 'missed the boat,' writes G.M. Perrochet of San Rafael. "We just read your article on Costa Rica extolling two sites near our new 175-acre **Bahia Luminosa** (Bright Bay) beachfront resort. While your article was being prepared, I was delivering a 42-ft twin diesel trawler from San Francisco to Bahia Luminosa to join the 75-ft schooner that was already there. In addition to the *Islander 40* that will be joining our fleet in November, we also have dinghies, ski boats and several other small craft for our guests. We presently have accommodations for 32 guests in rooms that all come with private bath. In addition, we have an almost Olympic size pool, a pool bar, spacious restaurant, scuba gear and compressor.

"Visiting yachts are welcome to moor in front of the resort and to utilize our shoreside



LATITUDE 38/RICHARD

Bill and Renee of 'Tan-Tar-A'. Despite troubles with their engine, they've been having a great time cruising the Western Caribbean.

Christmas charity. In addition, they usually host one smaller event per month.

Here's a bit of depressing news for those who rue the effect of **hard drugs on American life**: It's so easy to smuggle. While in Colombia, the crew of *Big O* was frequently asked if they'd like to buy controlled substances, ranging from pot — which is legal to smoke in private — to some white stuff that looked like sugar. Our crew declined, but in wake of what later happened — or didn't happen — it's easy to see how some people can't resist the possible financial bonanza.

During the subsequent aborted passage to Aruba, and later the successful ones to Jamaica, the Dominican Republic, Puerto Rico, and later the U.S. and British Virgins, the only sign of interdiction was an unmarked helicopter that trailed the boat for a short time. The real risk in smuggling, we suspect, is not from being caught by any government agency, but is from being double-crossed or set up by those who sell you the stuff. Life is cheap in Colombia, especially in drug smuggling circles.

What about **Baja Ha-Ha II**? We've received inquiries from: 1) businesses that want to sponsor such a cruiser's race from San Diego to Cabo in early November; 2) an insurer that will offer the sponsor liability insurance; 3) owners of a big boat who are willing to play host (we hope to be sailing across the Atlantic at the time); and 4) a number of possible entries. Don't jinx yourself by saying you'll enter for sure, but if a cruiser's race from San Diego to Cabo starting very early in November sounds interesting to you, drop us a line at Baja Ha-Ha, Box 1678, Sausalito, CA 94966. The entry fee would be \$100 or less, and each

facilities," continues Perrochet of San Rafael. "One word of caution: We recommend *against* boats using the north of Isla Gitana approach to the bay as depicted in *Charlie's Charts*. Grounding is a distinct possibility for any vessel drawing more than 3½ feet. Anyone bound for Costa Rica can fax inquiries to us regarding recent information on fuel stops, waypoints approaching Costa Rica and around the Nicoya Peninsula, and entry procedures at Playa del Cocos — which we have found more desirable than those at Puntarenas. Our fax number is (415) 485-4496."

We regret missing Bahia Luminosa — but then again we missed so many great places in Costa Rica. Good luck on your venture and thanks for the welcome to yachties!

"After years of getting encouragement and advice from your rag, we're outta here — which happens to be Detroit," write Charlie Todd and Barb Schmid of the *Baba 30 Sayonara*. "We're heading up the St. Lawrence in May, and will drop a line if we see anything of interest to your readers." Please do, Charlie and Barb, as we only rarely get material from that part of the sailing world.

Jay & Debby Millman of the Marina del Rey-based *Que Sera* have also decided it's time to leave. "We'll be in New Zealand by November," they write. If so, don't forget to set a little money aside for your safety inspection.

Are we baby-boomers getting **soft — or smart**? The just-completed Newport-to-Ensenada Race for the first time ever offered a cruising class. As is typical, it prohibited spinnakers, but allowed gennikers, cruising poles and limited engine use. The way we see it, we're getting soft *and* smart! We've spent the better part of our lives chasing our tails, now it's time to slow down, relax, and enjoy the scent of salt air.

The **Club Cruceros de La Paz** elected a new slate of officers just prior to this year's Sea of Cortez Race Week. Marta Sutton, formerly of King Harbor in Redondo Beach, is the new Commodore. Sutton started cruising in 1975, getting as far south as Costa Rica aboard the 44-ft motorsailer *Nomad*. She first arrived in La Paz in 1979, and has lived ashore since 1988. Vice Commodore is Boone Camp of the Venezuela-based 30-foot sloop *Maracay*. Bud Balone of the Westsail 32 *Windy Day* is the Rear Commodore.

Because it only costs \$5 a year to join Club Cruceros, just about everybody who passes through the City of Peace signs on. Over the years there have been 2,200 members, with 450 currently paid up. The club has two main events each year: Sea of Cortez Sail Week and *Subasto*, the club's

entry would get a free Ha-ha T-shirt, a trophy and the opportunity of having a heck of a good time.

Just in! The news that Chuck Levdar aboard the Sausalito-based Lapworth 40 **Contenta** arrived in Tahiti. Chuck and his crew have been really moving, sailing from Sausalito to Mexico, Costa Rica, the Galapagos and Tahiti in less than five months.

We also hear that Bill and Renee of the San Diego-based Challenger 40 ketch **Tan-Tar-A**, who were in Z-town a year ago, have been experiencing nagging engine troubles in the Eastern Caribbean. This has not, however, prevented them from enjoying Belize and the Rio Dulce.

Are the **Solomon Islands** the place to go? If you've been following *Changes* as closely as we have, you've probably also been struck by the number of people who've been raving about the islands. The South Pacific was nice enough, they seem to say, but the best cruising they've had to date is in the Solomon Islands. The region is uncrowded, cheap and very primitive. We'll be having even more reports on the area in the near future.

Our hearts go out to all you folks who've been having so much fun in Mexico, but who now face the long slog **upwind and upcurrent back to California**. If it's any solace, Tom Scott — who made the same passage last year to conclude a six-year circumnavigation — said it was the nastiest sailing he'd done in many years. Scott was in storm mode — staysail and double-reefed main — much of the time and it took him, because he eschews using his diesel, the better part of a month.

To make the best of a bad situation, it's critical that you make your boat as weatherly as possible. This means making sure that your bottom and prop are ultra clean before turning the corner at Cabo. It means getting rid of all the junk you've accumulated in Mexico before leaving Cabo, rather than waiting until you get to a San Diego dumpster. It also means, when possible, relocating as much other weight — such as back-up anchors, big genoas and stuffed marlin — as low and as close to the center of the boat as possible. And when you start sailing north in a building breeze, make sure you've got plenty of halyard tension and the sails strapped in tight. Individually these steps might not necessarily mean that much, but collectively they can knock days off what's generally not a pleasure cruise.

Since your blood has also thinned from

CHANGES IN LATITUDES

the warmth of Mexico, have your foulies, warm clothes and watch caps at the ready. The change from blissful warm weather to cold, damp wind is sudden and shocking. Because if you get good and cold the first night, it may take you weeks to fully recover.

More than anything, however, watch your navigation. We hate writing about boats going up on the beach along the Baja shore, but it happens all the time. If your strategy is to 'play the beach' in hope of getting relief from the swells and current, keep close tabs on your navigation. And remember that while your GPS is probably very accurate, the charts are not. When in doubt, get the hell out! If you're picking up novice sailors to help with the delivery, you've got to constantly be checking that they're staying awake and staying on course.

Of course, if coming home is all too daunting a prospect, there are alternatives. One is to hire a delivery skipper. Even better, you could continue to sail off the wind the rest of the way around the world, which would mean you could procrastinate the nasty slog for another three to five years.

Is there **more to life than racing boats**? Judging from the founder and a

former honcho at North Sails, there sure is. We've recently heard that Lowell North, founder of North Sails, and his wife Bea — the couple were married atop Mt. Tam a year ago — have been having a great time in Thailand aboard their Tayana 52 **Wanago**. Lowell, who started the cruise with his son and several others four years ago, is reported to have said, "Thailand is the best place we've been since Vanuatu." The Norths are now headed for the Maldives and plan to be back in the Pacific in the fall of 1996.

Dick Deaver, who ran the North Loft in Huntington Beach for many years, along with his wife B.J. reached the halfway point of their circumnavigation aboard the Farr 55 **Outa Here** in July of last year. It had taken them five years and five months to the day. After a fabulous long stay in Thailand, the Deavers headed across the Indian Ocean. After having some troubling boat and rig problems, they've spent most of the last six months anchored off Kenya, where we're told they've been able to see elephants and camels from their boat. Apparently cruising is suiting the both of them just fine.

We'll close this month with a favorite quote from Irene and Al Whitney of the

Ocean 71 **Darwin Sound**. The Whistler, Canada-based couple have announced their cruising plans for the next four years: 1995 — Scotland and Ireland to Turkey. 1996 — Turkey, the Med, and across the Atlantic to Rio and Montevideo. 1996-'97 — Patagonia, Argentina and Chile. 1998 — The South Pacific. Normally we wouldn't give such ambitious plans much credence, but the Whitneys have been leading nature, art and anthropological cruises aboard their same boat for 15 years and 100,000 miles. They've got a track record. Now, for that quote, which comes from Herman Melville:

"Whenever I find myself growing grim about the mouth, whenever I find myself involuntarily pausing before coffin warehouses, and bringing up the rear of every funeral I meet; and especially whenever my hypos get such an upper hand of me, that it requires a strong moral principle to prevent me from deliberately stepping into the street, and methodically knocking people's hats off — then, I account it high time to get to the sea as soon as I can."

How is it with you? Feel like stepping in the street and knocking people's hats off?

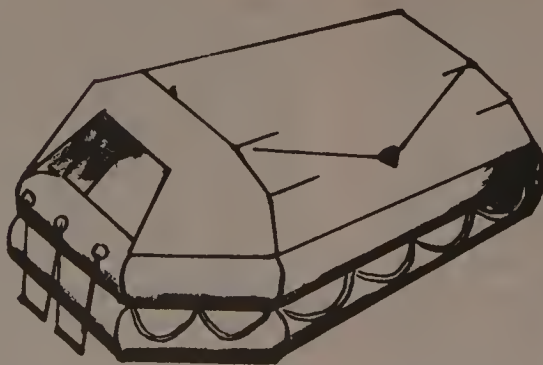
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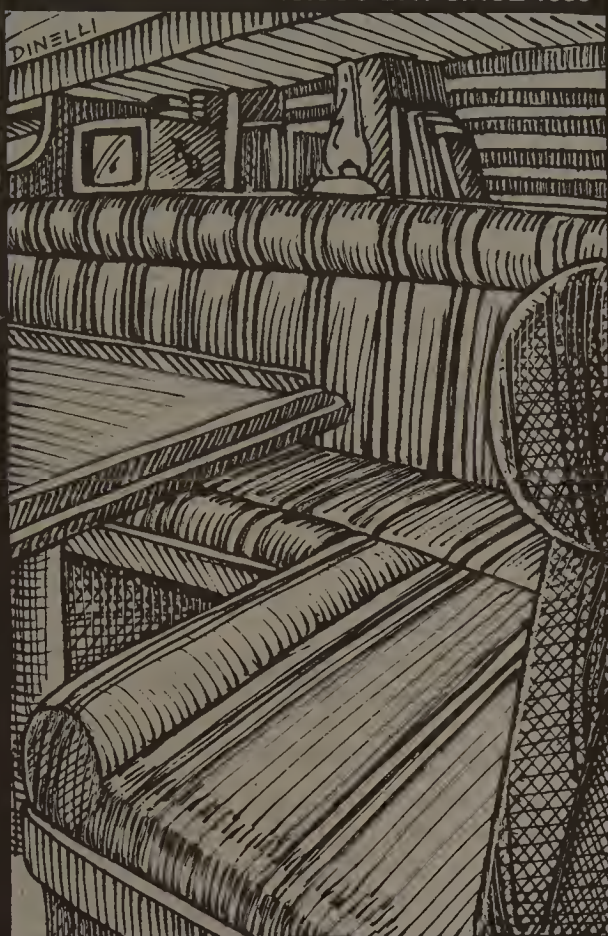


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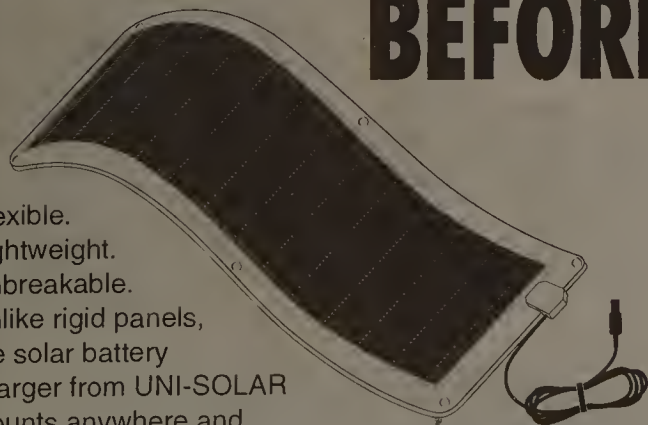
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EGAD, WHAT A DEAL. 10-ft 4-man Avon Redcrest, excellent condition. No patches. New floorboards and motormount. 4 hp longshaft Mercury, converts to shortshaft. 6 gal. tank. Avon \$600 (\$1,750 new). Motor \$600 (\$1,500 new). Both a mere \$950. (415) 728-5555.

1988 INTERNATIONAL 14, USA 1045. Benedict 1 hull built by Westerly. Constructed of S-glass, and carbon-fiber. Proctor spars, kevlar/mylar jib and full batten main. North masthead asymmetrical spinnaker. Carbon/foam daggerboard and rudder. Hull is beautiful, extremely stiff, and very competitive. The overall appearance of this craft displays owner's pride throughout. If you have never sailed a 14 now is the time. Fleets growing fast from Seattle to Long Beach. Delivery within CA possible. \$4,500 obo. Ask for Paul at (714) 498-4676.

24 FEET & UNDER

NIGHTINGALE 24-FT. First boat designed, built and still owned by Thomas Wylie. Complete Pineapple racing sail inventory. \$5,500. Call (510) 376-7338.

22-FT FALMOUTH CUTTER. Mexico vet. Bristol condition. Custom interior. Tanbark sails, cruising spinnaker, storm staysail. Propane stove, 50 gals. water, 3 anchors, windvane, DS, 8 hp o/b, Furuno 1621 radar, CD stereo, dodger, awnings/covers, 2 autopilots, gel batteries. \$28,500 obo. Call (415) 634-5363.

1969 VENTURE, 9 hp Johnson, trailer, main and two jibs, club jib set up. Terrapin needs some TLC & a new home. \$2,000. Stan at (209) 334-1553.

FOR SALE J/24. Professionally faired hull, keel and rudder. Wood floor. Mast and rigging new in '92. New boom, 2 sets of North sails, 1 set of Sobstad, Danforth anchor and chain, 3.5 Tohatsu o/b. Caulkins trailer. \$12,900 obo. Call (415) 381-9814, (415) 331-2739.

O'DAY 22-FT SLOOP. Sleeps 4, porta-potti, roller reefing, new jib, 6 hp o/b w/gas tank, ground tackle, safety gear. Great Bay boat. Simple to learn/handle. Berkeley slip. \$2,900. Call (415) 897-2916.

COLUMBIA CHALLENGER 24. Ready to sail. Sleeps 4. New: sail & covers, rigging, solar panel, charge controller, inverter, low voltage wiring, VHF compass, new varnish. Two anchors, head. Coyote Point berth. \$4,000 obo. Must see. Call Art, (415) 365-8425, eves.

SAN JUAN 21, 1976. Swing keel, slight hull damage (bottom oilcanned, cracked stringers), new Hood reacher-drifter, Cal 22 genny, internal gas tank, VHF, lifelines, all gear, 1991 Johnson SailMaster 6 hp. On trailer with new axle. \$3,000. (510) 233-5065.

21-FT GANLEY OSTEND steel Chinese Junk, 1986. Unstayed tapered aluminum mast, tanbark Lam sail, flush deck, Lexan bubble, controls led below, windvane, Bruce, Danforth 200-ft chain. \$2,500. Inflatable, Seagull, liferaft available separately. Fax 011 691 320-2331, s/v Chopstick, POB 55, Colonia, Pohnpei, FM 96941.

COLUMBIA 24, sound and roomy, full keel, 7.5 hp o/b. New main, 1 jib, 2 jenoas, new bottom paint, Gimbal SS stove & oven, Coast Guard approved head. Great boat. Ready to go. \$4,000 obo. Call Jim, (707) 553-2863.

21-FT VENTURE, swing keel, trailer, sails. \$1,200 obo. New rigging, clean, needs some TLC, current license. Will trade. (510) 582-2705.

WEST WIGHT POTTER 15, new sails, extra genoa, new 3.5 Nissan o/b, completely rebuilt trailer w/new wheels & tires, spare tire, excellent condition. \$2,500. Zodiac 7'11" Cadet model dinghy, no patches excellent condition, \$450. (408) 779-5569.

RANGER 23. Clean, best equipped Ranger on Bay. Exc. sails, new boom and rigging, magic boxes, custom traveler, quick vang, spring engine mount, internal halyards, etc. Featured in sailing mag. A \$24,000 Ranger for \$7,200. Dan, (707) 544-4454.

CAPE DORY TYPHOON 18.5-FT with o/b and trailer. Comes with anchor, compass, full canvas cover, hand-held VHF radio. (510) 656-2810. \$4,800.

CATALINA 22, hull #460. Great Bay boat, superb LP paint, 6 sails including 2 mains, spinnaker, 90, 110, and 150 headsails. Great shape and rigged for single-handing. Nissan 5.0 o/b, recently serviced. At Alameda Marina, #126. \$3,400. (408) 777-0300.

CAL 20, 1975. Great first boat, good condition, transom mounted 4 hp Evinrude. Lines lead aft. Anchor w/150' rode. Porta-potti, San Rafael berth, moving. \$1,500. (707) 769-0613.

RANGER 23, 1976. Teak cabin, dodger, 5 bags, like new 120% and spinnaker, epoxy bottom, all lines aft, S.T. winches, aluminum toe rail, many upgrades, well kept, shows excellent. Fortman Marina berth. Asking \$7,000. Call Alan at (415) 775-8879.

RANGER 23, 1972. Good condition, all gear, new motor, new bottom a steal at \$3,800. Call 461-0880 or 461-3208.

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CATALINA 22, 1987. Swing keel, bottom painted, Honda 7.5/LS, trailer. All in wonderful condition. Custom factory boat, DS, new VHF, compass. Many factory options, solar, BBQ. Must see to appreciate. Got to sell. Reduced \$750. Asking \$7,950 obo. Call (415) 595-4837.

STARBOAT & TRAILER. Get going on your Olympic Campaign. 1982 Gerard with aluminum trailer. \$1,500 obo. Call Rob Anderson at (510) 642-8556.

FREEDOM 21. Great little bay boat. Ready to sail. Built by Tillotson Pearson in 1983. Laid out for easy sailing. \$4,000 obo. Rob at (510) 642-8556.

HOLDER 20. Great boat in great shape. Ready to sail. Built by Hobie in 1984. Zeman trailer, spinnaker gear, with lots of extras. \$4,000 obo. Call Rob at (510) 642-8556.

CLIPPER 23-FT. 1976 with double cast iron skoal keel, only 2'7" draft, pop-top, forward V-berth, and two singles, stove, sink, porta-potti, compass, VHF radio, 8-lb Benson anchor, 7.5 hp Honda o/b, full sails, full size trailer and more. It's a great buy. \$3,000 obo. (408) 733-5333.

21'6" TREASURE ISLAND sloop, Finesse. Great sound sleek bay boat. Last one built in class, #25 in 1960. Mahogany, mahogany ply, spruce mast, Nissan 5 hp very reliable long shaft o/b. Main, jib, genoa & spinnaker. \$2,000. (415) 456-9305.

SR MAX 21, 21-ft pocket rocket rates PHRF=174 from Florida. Built 1993, hardly sailed. 4 race sails (North 1993). Drop keel, trailer. \$12,000 obo. Santa Barbara area. (909) 626-0800 or fax (909) 621-5651 for more info.

24-FT FARR. 17 bag sails, new paint job, looking for new home. Asking \$7,600 or interesting trade truck, boat, airplane, whatever. (510) 865-4109.

CAL 20. Professionally maintained, with Nissan 3.5 o/b engine, sails, safety equipment, ready to sail. \$1,000. (510) 843-4200, Rich.

J/24. Always dry-sailed from the San Francisco city-front, brand new mast, large sail inventory, new headsails, new style hatch, 4.5 hp o/b, Caulkins double axle trailer, \$8,000 obo. Call (415) 435-4899, Iv. msg.

18-FT LAGUNA, 1987 Weekender, shoal draft w/ 8' beam. Great sail inventory. Lines lead aft to cockpit. 5 hp Honda o/b. Trailer equipped with surge brakes/telescoping tongue. Two custom covers, many extras. Like new. \$4,995 obo. Call (510) 828-0275 Dan.

RANGER 23, 1974. Calypso. A real jewel. Excellent condition inside & out. Alloy toerail, good sails, 6 hp Evinrude. Asking \$5,100. Phone, (707) 527-6552.

S-26.8, 22-ft. shoal draft with swing keel, sleep 4, porta-potti, sink, 15 gal. freshwater, 7.5 Merc., EZ loader double axle trfr, Sausalito berth with dockside storage locker. \$2,900. (415) 332-8784.

1974 SAN JUAN 24. New mast/rigging, DM, KM, VHF, Honda o/b. \$3,700. (510) 272-1162 dys; (510) 713-1600, eves.

TANZER 16, excellent condition, refinished 1994. 2 headsails, roller furling, single-line reefing, traveller, windex. Great singlehander - lakes or bay. Seats 3 adults comfortably. Includes 1.5 hp o/b, tilt-trailer with new lights. (408) 748-0303 dys, (408) 448-0452 eves.

WONDERFUL RHODES 19, fast, fun, fantastic. Keel version, stable, safe. A boat for any skill level: leam, daysail, race it. Ready to sail. Enjoy it this summer. Call before 8:30 pm, Mabelle at (408) 375-2408. \$2,000 (neg.), includes o/b, PFD's, anchor, etc.

17-FT MOLLY, 1989. Traditional gaff-cat rigged, modern construction, quality fiberglass scantlings. Designed and built on the bay for bay and delta sailing. Called a "small yacht" by *Small Boat Journal*. Hauled, professional bottom paint 10/94, diver inspected monthly. Totally equipped: Yanmar diesel inboard, Signet depth, speed, and wind meters. Cushions, sail cover and full boat cover, teak grates, cedar lined cabin with 2 full size berths and porta-potti, 2 anchors, all safety gear, charts, etc. Ready to go sailing. Retail \$23,000, blue book \$12,500. Asking \$10,995. Glen Cove Marina, Vallejo. (707) 553-2289.

24-FT GLADIATOR, great boat, recently replaced mast, boom, rudder hardware, and standing rigging. Hauled and painted top and bottom. 8 hp Johnson long shaft o/b. VHF, Santa Cruz slip, 1 year. \$3,800 obo. (408) 479-1664.

MERCURY, 18-FT with trailer, both in very good condition. Fiberglass over wood. Brand new aluminum mast, complete sail inventory. Fun, active racing fleet (SF Bay and Monterey). One too many boats in my garage. \$1,400 or make offer. Motivated. (408) 429-9174.

SANTANA 2023C, 1994. Nearly new, unnamed. Water ballast. Super sailing, easy trailering. Deluxe interior: opening ports/hatch, pop-top, teak, table. Roller furling. '94 Mercury 5 hp. '94 trailer. \$16,450. Will deliver. Trade for larger sailboat? (503) 687-9329.

WAVELENGTH 24, 1984. Beautiful hull, trailer, 4.5 Mariner o/b, 80% dacron, 95% mylar, 125% dacron, brand new 110% North mylar, 146%-155% mylar, 3/4oz. Pineapple spinn. KM, compass, Loran, Harken hardware, faired keel, race ready. \$8,000/offer. (707) 277-9763.

CATALINA 22, 1973. Swing keel with trailer. Great condition. New topside and bottom paint 8/94. New cushion covers, VHF, antenna, dodger, 150 & 90% jibs, Johnson 6 hp o/b. Alameda berth. \$3,400 obo. (408) 377-1902.

YANKEE DOLPHIN 24-FT, Sparkman-Stephens design. Keel/centerboard. Teak hatches, toe rail. 6 hp Evinrude. Main and jib sails with covers. \$4,300/offer. See at Das Cliff Haus or call (916) 777-9936.

SANTANA 22, designed specifically for S. F. Bay. New mast, boom, chain plates, rigging, main, spinnaker, windows, and rebuilt 6 hp o/b, & toilet. Ultra clean interior. Re-strengthened mast step. Several other sails. All lines led back. Free sailing lessons. \$2,200 obo. Mike, (510) 373-8472.

NEPTUNE 24, 1980, by Newport Yachts. 8 hp Evinrude w/alternator. Great family boat. Excellent condition, very clean. Pop-top, self-tacking jib, 120%, 150% genoas, ground tackle. Stereo, VHF, depth, elect. water, 2 sinks, new porta-potti, new batt. w/charger, 110v/12v, dinghy, etc. Epoxy bottom, Trinidad antifouling, no blisters. Must sell, baby on the way. \$4,900 obo. (510) 223-0485.

YANKEE DOLPHIN, 24-FT. Sparkman & Stephens design. 1971. In fresh water since 1984. This boat could be yours. Call me and let's talk. Motivated. \$6,000. (707) 453-0316. Please no Friday night or Saturday day calls. Thanks.

1980 PRECISION "seaforth" 24-ft double-endersailboat, 8 hp diesel inboard, large cockpit, much teak, full cover, sleeps 2, porta-potti, sink, small stove, VHF. Boat in good condition, needs engine work. \$5,000 obo. (415) 390-3505, Greg.

CAPE DORY 22, 1985. High quality, ideal starter boat. Full keel Alberg design, new VHF, compass, DS, solar batt. charger, main and 2 jibs. New LPU bottom '93. Excellent condition, must see. \$8,900 obo. (707) 765-1340.

ISLANDER BAHAMA 24. Very good condition, new interior paint and varnish, 7.5 Evinrude with cockpit controls. Genoa and club jibs, VHF, new battery and charter. Porta-potti and sink. \$2,750. Call (510) 253-1237, (510) 935-2777 or (510) 451-6711.

CAL 20, '73, great boat to sail. Comes with a set of sails, updated rigging, o/b motor. New running lights, BBQ, anchor and more. \$1,000 obo. Call Ed at (415) 585-8123.

SANTANA 22, red hull, fun, race-rigged, outboard motor, Pineapple and North jibs, North main, docked in Sausalito. Call Gina (415) 391-5055, or (415) 821-6884, Iv. msg. \$3,500.

RANGER 23. Excellent specimen. Race rigged. All lines led aft, internal halyards. Recent bottom, good sails (new spinn.). Rebuilt standing rigging. New spinnaker purse. Outboard, stainless Lewmar & Barient winches. Very clean. \$5,300 obo. Call (707) 838-6135.

1978 RANGER 23, excellent condition, VHF, DF, KM, am/fm radio, Evinrude twin, all very clean, 2 jibs & main in good shape. \$3,500 obo. Call (510) 540-6960.

MONTGOMERY 17, '81, Lyle Hess design pocket cruiser, trailer sailed, light use, all factory options, main, 110, 150, spinnaker, new battery, like new Honda, 7.5 w/alt., Bruce anchor, trailer rebuilt and powder coated '92, lots of stuff. Moving up. \$6,000 obo. (916) 721-0133.

23' HUNTER 1985 Hull number 23. Good condition. Swing centerboard, VHF, compass, outboard. Excellent sails, Danforth, galvanized trailer, used very little. Wife hates it! Some extras, \$5,500 obo. In Southern California. Call (805) 270-0424 day or evening.

25 TO 28 FEET

26' S-2 HD. Trailer & extension. Volvo DS, 5 sails, spin, Wheel, ST-3000 autohelm, Loran, VHF, splog., depth, full cockpit enclosure, 6'2" In kitchen, holding tank, 2 bilge pumps, 16.5 Bruce, 50' chain & 3001/2" & 2 Danforths. 8' Avon. Call for picture & equipment list. Two boat owner, give away \$24,950. Lake Tahoe (702) 588-8957.

ERICSON 27, 1972. Sturdy, reliable bay boat. Rerigged for single handling. Long list of upgrades. Honda 10 hp, long shaft, with 5 amp alternator. Excellent condition. Asking \$9,950. No dealers. In Alameda. Rick, (707) 445-4028.

MacGREGOR 26, 1987 and trailer. 8 hp Tohatsu o/b, gennie jib and jiffy reefing mainsail. Lines led aft. Cushions, cassette radio, porta-potti, bottom paint. No blisters. Napa. See in or out of water. \$5,500. (707) 255-6437.

CAL 2-27, 1977. Lightly used. Excellent condition, new bottom paint and new KM/DS. Faryman diesel. Original sails plus 150, 90 and storm jibs, VHF radio and uninstalled Loran. Alcohol stove, ice box, head w/holding tank, battery charger and safety equipment. Active sailing and racing assn. With full headroom, its great for Bay, Delta and coastal cruising. Now idle in Oakland berth, seeks active owner. Make offer. Call (408) 475-8162 orf message at (510) 531-0658.

27-FT ERICSON, 1973. Recent rebuilt Atomic 4 engine, all lines aft. Sleeps 5. Enclosed head, stove, 5 sails. Will be hauled & painted end of April. Great close in berth at South Beach Marina near SF Bay Bridge. Great deal. \$8,500. (415) 380-9365.

PACIFIC SEACRAFT 25, 1977. Yanmar, new sea cocks. Dodger, dual batteries, anchors, AP, SatNav, tanbark sails. EPIRB, self-tailing winches. Lots of cruising gear. Clean/good condition. Located Monterey. \$18,500. Serious only please. (602) 788-4245.

CATALINA 27, 1988. Inboard diesel, wing keel, hot/cold pressurized water. Head, shower, holding tank. CNG, wheel steering. Hood roller furler, 150% genoa, VHF, stereo, Signet (depth, knot, log, temp), Fortress anchor, batt. charger, fold-up dinette table, like new, many extras. \$26,500. (916) 661-6425.

CHRYSLER 26. Family cruiser, stem and private V berth. Enclosed head, fold-down dinette, cabinets, drawers, sink, pump faucet, built-in cold storage, 2-burner stove and oven. Padded cabin walls, cushions, curtains and carpeting. VHF, stereo, solar charger, knot and depth meters. Double reef main, spinnaker, two jibs with toe-rail track. Wheel steering with brake, motor control and all lines to cockpit. Berthed at OYC, Alameda. \$8,100. Ask for Patrick, (510) 675-3529 w; (510) 531-2536, h.

25-FT YAMAHA diesel sloop. New bottom paint, radio, depth meter, wheel steering, new dodger, swim platform, S/S tanks, sleeps 5, rigged for single handling, trailerable. \$6,500 obo. Call Ted, (510) 657-9498.

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CORONADO 25, 1967. Newly upgraded sails, electronics, rigging. Nissan 8 hp elect. start. KM, DS, FishFinder, Autohelm, modern winches, life sling, lines to cockpit, head & tank, delux. cabin, new upholstery. \$3,900. Ben/Harvey, Call (415) 331-7965.

25 BAHAMA by McGlasson, 1973. Sleeps 4, porta-potti, sink, compass, VHF, good rig & sail inventory. New bottom. 6 hp Johnson, 1993. Excellent bay sailor. (510) 549-3606. \$2,900.

PILOT HOUSE POTTER 25 ketch. Built Fairways Marine, England, 1976. Isuzu diesel. Roller furler main & jib. Fiberglass hull, deep keel, teak trim. Cushions, covers. Great for cruising, fishing, sailing, partying, character boat parades. Moored Newport Harbor, So. Cal. (714) 644-8395.

1973 TARTAN 26-FT. New bottom, 2-15-95, 6-10-93, inboard Yanmar 10 hp diesel - 140 hrs., propane stove, new main sail 10-1-94, VHF, teak interior. Sleeps 4. All lines lead aft. Club-foot. \$11,500 obo. (510) 237-4033.

FOR SALE VERY REASONABLE a 26 foot Thunderbird sloop under construction, nearly finished. It may be seen at Svendsen's Boat Yard, 1851 Clement Avenue, Alameda, CA 94501. Call (510) 522-2886 or (408) 296-0632.

26-FT FRISCO FLYER, Cheoy Lee, FG, DS, VHF, 1 cyl Volvo diesel. All in good cond. Must sell during May. \$6,000 firm. Berth #69, Fifth Ave. Marina, Oakland Estuary. Terry, (707) 527-7327.

CAL 2-27 1978 for sail. Low miles, well maintained. Atomic 4, epoxy bottom. Ready to go for the season. Call for inventory listing. Buy and sail away. Priced to sell at \$12,000. (415) 361-2024 dys, (415) 692-4099 eves.

27-FT NORSESEA, 1991. \$52,000. Aft cabin, Yanmar 50 hrs, Icom SSB/VHF, Furuno radar, Autohelm, AM/FM, KM, DS, log, CQR, Danforth, single hand pkg, epoxy bottom, 5 sails, CNG stove, kerosene heater, spare parts, must sell. Leave msg. at (408) 648-7937.

25-FT CHEOY LEE sloop, *Frisco Flyer*. All teak, full keel, main, jib, VHF, 2 cyl. Volvo diesel w/ rebuilt fuel system and generator, electric bilge pump, head. Very pretty and stable. Excellent Bay boat. Recent haulout. \$7,200 obo. No berth. (408) 372-6453, after 6 pm.

YAMAHA 25 II, 1978. Yanmar diesel rebuilt 12/94, bottom paint 10/94, 2 main, 2 jibs, 3 spinnakers, KM, DS, VHF, 2 compasses, 2 anchors, dual batteries, Autohelm, dodger, alcohol stove, inflatable, sleeps 4, great looking, high quality 1/4 ton rated cruiser/racer. Sausalito berth. \$9,700. Call (707) 578-8864.

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CHEOY LEE 26. Beautiful, fiberglass bottom-teak topside. Full cover. Seven bags of sails. Volvo diesel i/b; dual batteries, DS, KM, VHF, stove, enclosed porta-potti, dodger. Captain away 'til winter; first mate can't sail. \$9,500. Call (510) 370-9338.

S-2 26-FT C. COCKPIT, 1978. Yanmar dsl, new galvanized EZ loader, new DS, complete new beautiful interior, new head, new stove, new CD stereo, all new canvas, lots of custom work. Perfect trailer to Mexico boat. Better than new cond. Must see. \$16,400. (408) 371-7266, eves.

MacGREGOR 26, 1990, daggerboard model. A great starter boat for the Bay with a 9.9 Honda w/ electric starter and generator, DS, compass, lazy jacks, cover for pop-top, epoxy barrier bottom protection, \$8,200. (510) 795-7548, lv. msg. (510) 793-7032, eves.

SAN JUAN 28, 1980. Yanmar diesel engine, 10' beam, 6'2" headroom, sleeps 6. Sails= main, jib, genoa, spinnaker. Loran C. Excellent condition. Must sacrifice for \$13,000. Call (916) 763-9826 for specification sheet. (Located in Sacramento).

25-FT MacGREGOR, 1985, new 8 hp O/B, VHF, DS, teak interior, complete accessories, ready to sail, swing keel, slip in So. SFO is under \$100/mo. Low maintenance boat, good condition. \$3,600 w/ o trailer. (707) 586-0944, (408) 997-0132.

NOR'SEA 27. Factory built, aft cockpit. Cruising veteran with recent refit. Best equipped pocket cruiser at any price. Cruise ready with an extensive inventory. Call for spec. list and photos. (415) 332-1031.

CONTESSA 26 SLOOP, long deep keel, o/b rudder, rigged for single handed ocean cruising, 5 hp Petter diesel aux., fresh bottom paint. Asking \$7,500. (707) 864-2135.

LOBSTERS on the propane BBQ, you relax, snugly anchored after sailing the Delta, Bay, Mexico or ? Your ticket to paradise? My fiberglass Cheoy Lee 26. Perfect new interior, furling. Much new gear. Only \$7,900. Get there stylishly. (510) 684-0916. Must see.

CAL 2-27, '74, Volvo gas w/3-blade prop, excellent Sutter cruising sails, rigged for single-handing with reefable Harken furling 100% jib, full battien main w/Harken roller slides and Dutchman flaking, plus 4 other sails, lines to cockpit, optional self-tending jib boom, Autohelm 1000, new tiller, 3 anchors, DS, KM, VHF, automatic bilge pump, dodger, tapedeck, BBQ, Achilles inflatable, full headroom, sleeps 4 + 2 kids, bottom paint 4/95. \$10,500. (510) 373-6280.

CATALINA 27, 1971, Johnson 9.9 electric longshaft with re-enforced transom. Large sail inventory. Dinette interior, sleeps 4 comfortably (8 cozily), interior in good condition. Safety netting on life line. Hauled in September, 1994. Oakland-Alameda Estuary berth. \$5,250. (510) 838-0214.

CAL 2-27 in excellent condition. Re-powered w/2 cylinder Universal diesel. Epoxy bottom spinnaker, 150, 120, 115 and 95% jib. VHF, KM, DS, Loran, gas stove, shore power. Professionally rigged. Race one design or cruise this well built, comfortable boat. \$13,900. (510) 521-7730.

HUNTER 27. Diesel, wheel, DM, KM, VHF, new batteries, new running rigging, new bottom, 3 sails including self-tending jib, great boat for Bay or Delta. Must see. \$13,900. (510) 356-1312 dys; (510) 778-9732 eves/wknds.

ISLANDER 28, 1981. Very clean, excellent condition, hauled and survey 2/95, 4 headsails, Loran, VHF, KM, DS, stereo, diesel, Autohelm. \$16,900 obo. (415) 488-9504 or (510) 231-8261.

CATALINA 27, beautifully maintained. Atomic 4 i/b, folding prop, Harken roller furling, spinnaker & gear, tall rig, dinette version. Newer interior, VHF, DM, shore power, dual batteries, all lines led aft. Must sell \$8,500. (707) 426-2357.

ISLANDER 28, 1977 lots of new upgrades, new Profurl roller furling jib, new bottom paint '94, newly varnished, extra head sail, wheel, VHF, enclosed head, teak interior, sleeps five, low engine hours. \$13,500. (415) 499-7707.

INTERNATIONAL FOLKBOAT, 1972. Beautiful 26-ft fiberglass sloop. New North sails and battery 1994. Rebuilt rudder 1994. New mast and standing rigging 1993. New portholes, head, and canvas 1992. 1992 Tohatsu 5 hp o/b. \$8,500 obo. Jim, (415) 777-2811, ext. 221, 550-6800.

MacGREGOR 26, 1989. Nicest one in N. Cal. Honda 8 hp. Loaded: spinnaker, lines back, pressure solar H2O, showers, VHF, CD, Loran, etc. plus interior upgrades too numerous to mention. \$11,000 or trade for i/o plus cash. (916) 292-3550.

CATALINA 25, 1983. Tall rig, swing keel w/trailer. Perfect starter boat for couple or small family or for Bay, Baha, Tahoe. Pricey but in Bristol condition and needs nothing. Call for long list. \$13,000 incl. trailer. "H. E." (510) 429-6873.

CAL 27, "pop-top" sailboat. Roller furling jib, o/b 7.5 hp. Fishfinder/depth gauge. Rigged for one handed sailing from the cockpit. Handles beautifully. A great Bay boat. \$5,000. Call Jan at (415) 366-9158.

26-FT SLOOP, fiberglass in excellent condition. Hood mainsail, 4/93. 5 hp Honda o/b. New running rigging and rode. Danforth and Bruce anchors. KM, depth meter and handheld VHF. \$7,500 firm. Call Howard, (707) 224-1969 after 7 pm.

1978 PACIFIC SEACRAFT 25. *Goblin*. \$25,000 obo. Refitted over last 18 months into smart, balanced and handy auxiliary sloop. For info. pkg. email: francis@pangea.stanford.edu or voice: (415) 723-9390.

CAL 2-25, 1978. Clean Yanmar diesel, low hours. Custom galley, North main, 2 headsails, tricolor, Ritchie compass, large Barients, VHF, DS, 5'10" headroom. Lease-option possible. Berth 82, Alameda Marina. 2-boat owner needs offer. Try \$9,900. (707) 995-3447.

THUNDERBIRD 26, 1964 built in Japan. Major restoration project on cradle in Sacto. Complete boat free to good home or part out pieces at reasonable price. (916) 965-6519.

28-FT PEARSON '77 fin keel. New Atomic 4, 4-2 sp. winches, main + 3 headsails + spinn, VHF, KM, DM, cabin heater, SS swim steps, dodger, 2 anchors, plow/Danforth, kerosene 2-burner stove, shore power, AP. Located Oakland. \$8,300 obo. (415) 253-9195 pager or (916) 581-4527.

CATALINA 25, 1981. Dodger, standard rig, fixed keel, '90 Johnson Sailmaster, cruising spinnaker pole, Loran, solar panel, lifesling. Alameda berth. \$5,900. Mac, (916) 544-3965.

COLUMBIA 28, 1970. Main w/reef, 110, 115, 150 jibs, spinnaker, running rigging to cockpit radio, DS, compass, anchor, dodger, strong Atomic 4, cushions, screens, well maintained. \$8,900. Terms available. Call (510) 866-7352, (707) 554-3912.

27-FT THUNDERBIRD SLOOP. Sail now, but needs work. VHF, KM, single-hand rig, anchor, brightwork, depth, compass, spinnaker. \$2,500 obo. (510) 651-2775, before 10 pm, lv. msg.

COLUMBIA 26 MK2, 1971. 2 mains, jib, 150 genoa, spinnaker. All sails good or better. New 8 hp, LS Nissan from West Marine. Less than 1 hour on Engine. \$4,000. Call Mike at (415) 961-2125 or lv. msg.

HUNTER 27, 1987. 9.9 Nissan, 2 jibs, 2 new batteries, new charger, new compass, anchor w/ rode, VHF, cassette, bottom paint/barrier coat 5/94, custom interior, quick-boat better than new. Moving up \$17,000 or trade? Pager, (415) 371-6460, keep trying.

CAL 2-25, 1980. 2 cylinder diesel. New manifold. New main and 100%. Good 130%, fair 85%. Spinnaker gear. Harken traveler. #18 2-speed Barients. New canvas. TriData, AP, Loran, VHF, AM/FM. Plastimo compass. Exceptionally clean. \$12,900. (707) 427-2291.

1982 CATALINA 25. Great shape with custom teak interior. Fixed keel & heavy duty rigging make a great bay boat. Rebuilt Honda 7.5, depth & VHS. Fun boat. Asking \$8,700. 2nd caring owner, Emeryville berth. (510) 531-5663.

CATALINA 25-FT, 1979. Swing keel, 3 sails. Honda o/b, DS, KM, battery charger, propane stove, BBQ, pop-top w/enclosure, curtain, cockpit cushions, boom tent, swim ladder, other extras. Stockton Sailing Club, F-13. \$7,500. Call (209) 529-3256.

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RANGER 26. Good condition, great S.F. Bay boat, stiff, strong and fast. Fully equipped, 2 sets of sails, spinnaker, speedo, VHF, 6 hp Evinrude, compass, etc. Priced to sell, \$4,500 obo. (415) 627-8986 wkdys or (415) 589-7970, eves.

SEA PEARL 28, 1991 trailerable canoe-stern cat ketch. San Juans, Baja, Great Lakes, Chesapeake, Bahamas yours at 55 mph. 22" draft, centerboard, 40lb. freestanding carbon-fiber spars in tabernacles. Rigs in 5 hr. for effortless, winchless sailing. Honda 15 in cockpit well, KM, DS, VHF, AP, Loran, solar panel, charger, gel-cells, stereo, dodger, bimini. Beautiful, open interior, huge V-berth, great storage. 50 gal. water, 12 gal. fuel. 4500lbs, 6300 lbs. with double-axle trailer. Unique and quality boat. \$32,500. (510) 601-1765.

CATALINA 25. Excellent shape, fixed keel, Honda 8.0, tiller pilot, cushions, pop-top with cover, whisker pole, VHF, split adj. backstay, many extras. Original owner. Transfer forces sale. Reduced \$7,000. Ken, (707) 745-0226.

SAN JUAN 7.7 racer/cruiser, sleeps 5, headroom, head, Johnson 6 hp. Great shape, spinnaker gear. Sailaway for \$8,400. Great boat at a great price. (619) 274-1852.

ERICSON 27, 1972. Great Bay boat, 6 sails including spinnaker, inboard, Atomic 4, new upholstery, extensive equipment list. \$10,475. Call John at (209) 586-3222.

1989 MacGREGOR 26 with water ballast, KM, DS, porta-potti, 2-burner stove, VHF radio, Danforth anchor, pop-top, trailer, 8 hp Johnson o/b, compass, Navico AP, and handheld Loran. \$9,500 obo. (415) 621-6201.

CATALINA 27, 1978. Featuring teak interior, two bronze port lights forward, stove, enclosed head, phone/shorepower hook-up. Sleeps 6, 6'1" headroom, galley. Atomic 4 inboard, very clean and lots of gear. Liveaboard. Excellent condition. Reduced to \$8,900. (415) 331-2044.

NICHOLS 28. Classic fiberglass over wood sloop. New top/bottom paint. Late model Atomic 4 & instruments. 2 mains, 4 jibs & spinnaker. Compass, depthsounder, radio & knotmeter. Head, galley and heater. 2 anchors plus line. Excellent condition. \$8,950. (510) 549-0198.

HUNTER 25.5, 1985. Yanmar diesel. Comfortable, roomy, responsive. Nice Bay and Delta sailer. \$15,000. Must sell. (415) 905-6818 dys; (707) 545-4505 eves.

YAMAHA 25, 1978. Yanmar inboard diesel. Spinnaker and pole, 150, 120, 90 jibs. VHF, DS, KM, Martec folding prop. Alameda berth. \$12,000. (818) 841-0115.

SANTA CRUZ 27, 1978. White hull #103, red boot stripe super condition, with fresh Pineapple sails, new Ballengers spars, Autohelm 2000, Navikvane, Smart Pack, Loran generator, o/b, raft, trailer and much more. '88 Singlehanded Transpac Record Holder. \$17,500. (415) 459-3913.

1979 SANTA CRUZ, *Saltshaker* is still for sale. This boat is in great shape and has an excellent race record. Full inventory of Larsen Sails, all racing equipment, and a Trall-Rite trailer. \$16,500 obo. Call (408) 757-4107 dys; (408) 455-0584 eves/wknds.

CAT 27, 1977, very good condition. 2 jibs, genoa, main, spinnaker, tabernacle mast, tiller pilot, Atomic 4 engine (all in good condition). Well cared for. Located Richmond Marina Bay. \$9,500. (415) 883-7715.

CAL 25, Trailer cruising - Bay coastal sailing. Venerable Jensen 4 ft. draft, modified full keel, custom standing headroom, doghouse. Heavy spar, updated sails. Race rigging, deck hardware, repainted, new thru hulls, running lights, good Johnson o/b, VHF, compass. Asking \$3,900. Northwest delivery. 2-axle 5 ton trailer for rent. (415) 331-7576.

1973 CORONADO 27-FT sloop, good condition, new mast & boom '87, new Yanmar 10 hp dies. 86, lots of space, 6' head room. Must sell \$6,500 obo. Call Chris, (415) 456-6757.

BEST AVAILABLE SOLING (27') on the west coast. Many sails, 1 unused set, aluminum trailer, Melges rigged for Robbie Haines, 2 covers: 1/2 and full. California Cup Winner, proven champion; 1st \$7,000 and start winning regattas. Call Mark, 391-4400.

CAL 2-27. One owner, beautifully maintained. Solidly-built racer/cruiser. 4-time YRA Season Champion. New race bottom. Extensive list of upgraded equipment, electronics, extra winches, custom rigging & deck layout features. North racing sails including full batten main. Spinnaker gear. 2 cruising jibs. Comfortable teak interior with standing headroom. Very active class. \$15,950. Consider smaller boat in partial trade (Ranger 23 or trailerable racer). Compare my boat to others & see why it's worth more. (510) 284-1694 dys, (510) 837-4648 eves.

'81 LANCER 25. Clean. Great 4 Delta. 9.9 hp \$3,800. '72 Santana 22, lines led aft, \$2,200. Columbia 26, needs work, \$2,800. Newport 19 w/ trailer, \$1,700. Gladiator 24, good cond., looks nice, \$3,200. Please call, (510) 601-6390.

29 TO 31 FEET

RANGER 29, 1974. Great Bay boat. Atomic 4, 2 mains, 3 jibs, spinnaker, VHF, DS, full galley and head, sleeps 5. Owners motivated. Will consider trade. \$12,000 obo. Call (510) 490-3288 or (408) 972-1810.

CAL 3-30. Very good condition: LP hull & deck, keel, rudder & bottom faired with epoxy barrier coat, excellent sail inventory, Atomic 4, custom interior, galley, nav. station, head, sleeps 5, many extras. Call for list. \$17,500. Located Oxnard, (805) 985-4746.

ETCHELLS. The fast boat you want in the most competitive fleet in San Francisco Bay. New mast, faired fins, many sails, well managed sail card, full cover, two axle trailer. Lots of everything in top condition. \$18,000. Dave (415) 365-8972 ph/fax.

BABA 30, 1978. Robert Perry's perfect world cruiser for two. Original owner. Twelve years cruising experience. Every necessity and comfort installed. Re-fit and LP paint job completed 9/94. Ready to cruise now. For brochure and specifications. Call (510) 687-8601.

CATALINA 30, 1976. Very clean. Atomic 4, cruise equipped, tabernacle mast, dodger, pressure water, refrigeration, holding tank, custom interior, stove & heater, cockpit cushions & canvas, Tillermaster, windspeed, depth, knot meter, VHF, stereo, microwave, lots more. \$19,500. Call (415) 331-9267.

S2 9.2A, 30-ft, 1979. Excellent shape. Builder reputation known for high quality. Wheel, new bottom paint (7/93), depth, speed, 15 hp Yanmar, runs great, alcohol stove. H/C pressure water. Docked at South Beach Harbor, S.F. Must sell. Make offer. (408) 954-7285.

NEWPORT 30II, 1975. Versatile bay, ocean, delta racer/cruiser. Twice YRA fleet champion, comfortable roomy family boat. Full sail inventory, spinnakers, Yanmar, Martec prop, Loran, KM, depthfinder, VHF, LPG oven/stove, '94 survey, new bottom, much more. \$16,000 obo; Ready for Spring sailing. (415) 461-5837.

30-FT WILLARD, motorsailer, 4-108, dual helm, pulpits, davits, stove, h/c water, Microphor, 110v, charger, halon, 3 sails, AP, DS, VHF, RDF/radio, Cole stove, windlass, 3 anchors. Delta boat. Near new: covers, water heater, upholstery, etc. \$29,000/best reasonable offer by June 15. Must sell. (209) 296-7654 eves.

CATALINA 30, 1987. Harken roller furling, dodger, Autohelm 4000 wheel AP, 21 hp Universal diesel, Livingston hard dinghy, press hot water, two battery chargers, depth, KM, VHF, Edson wheel steering, am/fm stereo, very clean, in water at Sausalito. \$31,500. (415) 331-5107, after 6 pm.

1986 PACIFIC 30 F/G SLOOP, Alameda-built to ABS specs for Bay sailing and short trips. Sleeps 4, marine head, no galley. Rebuilt Atomic 4, cut-away full keel, hauled 11/94 (no blisters), Petit Trinidad bottom paint, new cutlass bearing, entirely rewired 10/94, epoxy painted topsides, two deep cycle batteries, anchor w/200' 1/2" rode, VHF, new antenna, bilge pump, 8' Achilles inflatable. Sausalito berth. A real cutie. Want bigger boat. \$11,700 obo. (415) 332-9543 lv. msg.

TARTAN 30. 1974 designed by Sparkman Stephens, great condition, 5 sails, Atomic 4 with 550 hrs, new upholstery and varnished interior, new non-skid decks. For a fast, safe boat call (415) 457-6582. Asking \$19,500.

30-FT KNARR #74. Classic one design, races YRA & Wed. night SFFBA. New mast & rigging, new combing & bulkhead. \$4,000 obo or 1/4 for \$1,000. Berth 430, SF Marina, East Basin. Whitt, (415) 331-7989.

CATALINA 30, 1978 in great condition. Professionally maintained. Upgraded 1986-1987 with new internal halyard mast, standing rigging, high aspect ratio rudder, rudder post, improved steering mechanism, upholstery and carpeting. Main, 110 and 150 jibs, and virtually new spinnaker and gear. Seven winches, pedestal steering, DS, KM, VHF, MOB system, strobe, Lifesling system, 30 hp Atomic 4 in excellent condition, other extras. San Francisco Marina berth. \$22,900. Call (415) 941-5566.

PRO 30. Built in New Zealand for Pro 30 racing racing at a cost of over \$150,000 Sailed once, looks as new. Trailer, cover, extra sails and hardware, currently registered. Ready to sail. Asking \$35,000. Call for details. Ask for Roy Seaman, (310) 457-2995.

MOTIVATED 2-BOAT OWNERS, 1976 30-ft Hunter sailboat, Yanmar diesel, dripless shaft seal, roller furling jib, Loran, Autohelm w/wheel steering and compass, KM, knotlog, DS, VHF radio, H/C pressure water, BBQ, battery charger, dock cord. \$15,900 obo. Call (408) 946-7058.

CATALINA 30, 1982. New roller furling, new interior cushions and curtains. AC/DC refer. New canvas, 6 bags of sails including spinnaker & gear. Diesel engine w/folding prop. Lots of extras, beautiful green LPU hull and recent haulout. \$26,000. Call (510) 865-9368.

30-FT HUNTER, 1989. Very clean and well equipped: dodger, wheel, furling jib, Autohelm, wing keel, all lines to cockpit, 18 hp diesel, 2 batteries, radio, hot and cold pressure water, shower, swim ladder, stove with oven, etc. \$42,000. (408) 266-9996.

ERICSON 30. Large interior space with 6'+ headroom. Hand-laid fiberglass hull and deck. Lots of sails, spinnaker, 7 winches, traveler. Good ground tackle. VHF, DS, AP, KM, stereo. Coyote Pt. slip available, lots of extras. Turn-key boat. \$14,900 obo. (408) 439-0969 or (415) 638-5802.

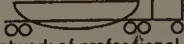
CAL 9.2, 1981, diesel, Martec MKIII, Barent 2 sp, spinnaker, 4 jibs, Loran, VHF, stereo, AP, LPG stove, Force 10 LPG heater, BBQ, shore power, safety gear, plus more. Easily short handed and great performance, too. \$18,000. (415) 697-5685.

1970, 30-FT NEWPORT. Rebuilt Atomic 4, good condition. \$15,000. All equipment included. Call 921-2688 days.

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ISLANDER 30 MKII, 1975. Sail no. 6212. Wheel, diesel, KM, DS, VHF, CNG stove/oven. Full cockpit and teak covers, many extras. Very clean, excellent condition, complete maintenance records since 1984. Great Bay-Delta boat, Emeryville Marina. \$16,500. (510) 283-8562.

HUNTER 30, 1978. Yanmar diesel, wheel, Autohelm, KM, DS, VHF, h/c pressure water, shower, Adler-Barbour refrigeration, battery charger, shore power, teak/holly sole, BBQ, 2 jibs w/extra self-tending rigging, adjustable backstay. Good condition. Includes Moss Landing transient slip. \$18,500 obo. (408) 372-8305.

1982 PEARSON FLYER, 30-ft, club racer, great bay boat and weekender. PHRF 147, flush deck, fractional rig, main, 3 jibs, spinnaker, VHF, depth, knot, Loran, inboard diesel, more. Hauled and bottom painted 2/95. \$19,500. (707) 938-1181.

SABRE 30, 1983. 1994 survey at \$44,500. Harken furler, Autohelm GPS & AP, Adler Barbour refrigerator, dodger, bimini, Westerbeke diesel, DataMarine depth & speed, Edson Wheel, Sony stereo w/CD, Icom VHF, club jib, fireplace, hot water. Excellent condition. \$39,500. Call (209) 477-7408.

BALTIC CRUISER, 29-FT, 1962. Sleek Danish design, fiberglass over wood. Full keel. Ideal for Bay, short overnight trips. 8-ft. beam, 5-ft. headroom, too small for liveaboard. VHF, 1993 8 hp Honda o/b, 30 hrs. \$7,500. Stephen, Call (415) 621-0231.

NEWPORT 30II, 1973. Many recent upgrades, new mast, LPU paint, cushions, 55 amp alt, etc. Seven time season champion, 7 winches, Autohelm, VHF, KM, DS, ElectraSan, CNG stove/oven. Martec prop, stereo, battery charger, Atomic 4. \$14,500 obo. (408) 245-6560.

30-FT BENETEAU FIRST 305, 1985. Well maintained, beautiful cruiser/racer, 1994 race winner. All teak interior, 2 private staterooms, sleeps 6. Teak/holly sole, folding table/wine rack, color coordinated cushions, 30 gal. water tank. Ipg stove/oven, twin sinks, lots of storage space. Almost new North 95% and 155% jibs; 125% furling jib. Full batten main, Elvstrom delivery main and 3/4 oz. spinnaker. New Harken split-drum furling, quick vang, Martec folding prop and sheet stoppers. Lewmar self-tailing, two speed winches. New running rigging. All lines led aft to cockpit. Yanmar diesel, low hrs., Raycor fuel filter, Voyager, Loran, Signet Smart Pak, full boat cover, plus lots more. \$39,500. Ph, (916) 646-3400; (916) 421-5132.

1984 PEARSON 303. 1994 sails, full batten main, tri-radial & jib with Harken furling, new Dutchman sail flaking system, Yanmar 2 GMF diesel, all lines lead aft. 1994 survey report. Autohelm instrumentation: wind speed/direction, depth finder, KM. Tiburon berth possible. \$30,950. (415) 435-2777; fax 435-7620.

34-FT ATKIN KETCH, 1961. At 47-ft LOA *Auwana* is constructed of Alaskan yellow cedar laid on Apitong frames. Completely restored (1991-1994) from fasteners to sails and from electrical system to rebuilt Yanmar with new transmission. Over \$100,000 invested. *Auwana* was built and restored with passion, has wonderful balance under sail, is in rhythm with the ocean, and is many times a trans-Pacific veteran. \$65,000 buys the deal of a lifetime. Call Ted or Cathy at (510) 523-6186.

30-FT CLASSIC 1947. Hurricane. Designed and built by Nunes Bros. in Sausalito for Ocean and Bay sailing. Hauled and surveyed 1994. Insured \$15,000. Mahogany cabin and cockpit have 13 coats of varnish. Completely rebuilt Atomic 4. Asking \$7,000. (415) 455-8972.

TARTAN 30-FT, 1974. Sparkman/Stephens design sloop with keel stepped mast. Strong, fast, stable. Easy to singlehand, halyards led aft. Great for Bay and Coastal work. DS, KM, VHF, Loran, AP, Atomic 4 inboard, dodger, West Marine 8.4 inflatable dinghy. Ice box, enclosed head, sleeps 6. Jib, genoa, spare main. Fairly good condition but needs bottom paint and some maintenance. \$19,000 obo. It's a great boat, so let's talk. (510) 215-5528, lv. msg. Calls promptly returned.

RAWSON 30, very dry and safe cruiser. Excellent condition. Just hauled. Sleeps 5. Loran, VHF, etc. 22 hp Palmer engine. (510) 462-4949.

BRISTOL 30, traditional fiberglass full keel cruiser by H.C. Herreshoff 1973. Autohelm 3000 w/Loran Nav interface and windvane, Tridata, Loran w/remote station, VHF, dodger with bimini and "Delta Room", CD stereo, Volvo MD2B diesel, Harken furling, Racor filtering, windlass, ac/dc, 20 amp charger, wheel steering, head w/holding tanks, teak & holly sole. Safe, strong, and ready. \$26,500, no brokers. (510) 521-6672.

32 TO 35 FEET

HUNTER 33, 1981. Roller furling, Yanmar diesel, wheel steering; VHF, wind, depth & speed gauges, self-tailing winches, dodger, h/c water, cockpit cushions, stereo, 2 anchors, stove, head, charger, etc. Excellent condition. Sleeps 6+, fast, comfortable & fun. \$29,950. (415) 461-7147.

1988 CATALINA 34. \$62,500. Meticulously maintained, constantly upgraded. Tall rig, roller furling, spinnaker gear, separate starting and house batteries, inverter, AP, new 20xx radar with integrated SeaTalk instruments, fridge, custom canvas, much more. (310) 541-0622, eves or (310) 782-6400, dys.

ERICSON 32, 1987. beautifully maintained and in excellent condition. Harken roller furling, newsails and running rigging. Must see to appreciate. Must sell. \$48,000 obo. Call (510) 933-5211.

TARTAN 10, 1979, 33 foot S & S sloop. Former San Francisco Bay Class E champ (PHRF 126); 10 sails, most nearly new. Racing bottom, Loran. Extremely good, fast sailer; great racer or daysailer. Make offer. (415) 593-2024.

WESTSAIL 32 cutter. Perkins 4-108, Profurl headsails, full electronics. 2 CQRs, Monitor windvane, new propane stove. Hard/soft dinghies, 2 hp o/b. Excellent cruising condition. Located in La Paz, Mexico until 6/20/95. Fax serious inquiries to B. Winzeler, *Morning Star*, Marina de La Paz, La Paz, BCS, Mexico. Fax # 011-52-112-55-9-00. \$55,000.

CATALINA 34, 1988. Ready to sail, inboard diesel, all lines to cockpit, roller reefing jib/genoa, cruising spinnaker, Loran, VHF, RDF, am/fm disc, depth/KMs, AP, windlass, dodger, hot water heater, shower, refrigeration. \$55,000. (916) 858-1648.

'74 WESTSAIL 32, cruise aborted for personal reasons, Baja ready, outfitted 92, safely on hard marina Puerto Vallarta, a steal at \$34,900 US. Call 52 91 322 11800 or fax 52 91 322 11978.

1975 MORGAN 33 Out-Island. Very roomy, ideal cruising/liveaboard. New engine (Volvo 28 hp), sails, stove, lots more in '91. 50 gal fuel, 70 gal water, sleeps 6, new VHF, Loran. Bill, (408) 978-1875, fax (408) 978-1670. \$28,900.

32-FT DREADNAUGHT CUTTER. 1975. Finished 1982. Flushdeck. 50 hp Perkins diesel newly rebuilt. Fiberglass hull with Balsa inner core, best insulation throughout, lots of room, strong cruiser. \$19,500. (310) 548-1449, (714) 840-3246.

35'5" HUNTER LEGEND 1987-88. Immaculate, loaded. Must sell due to back surgery. Best equipped Hunter in the country. Call for complete specs. 4 sails, 4 anchors w/electric windlass, roller-furling genoa, all lines cockpit-lead, 27 hp diesel I/B, 10-ft inflatable w/6 hp o/b, Autohelm 4000, wheel steering, galley w/stove & refr., Signet Instr. + Loran C & stereo. Generator, solar panel, etc. Priced to sell. \$60,000. (310) 832-5741, Judy or Hugh.

SANTANA 35. Great racing fleet. Start with the new sails, fully rigged for racing. Blue hull with non-skid paint on topsides. Bottom in great shape. Keel and rudder templated. Volvo diesel engine runs smooth. \$32,000. (510) 524-1160.

DOWNEASTER 32-FT, 1978. 28 hp diesel, radar, solar panels, refrigeration, electric windlass, chain, hot pressure water, davits dodger, \$28,000. Also have 40 hp Westerbeke w/hearth transmission, \$1,000. Windlass manual, chain and rope, heavy duty, \$200. (805) 772-9003.

US 35 bluewater sloop, (1981 Seattle), 6' dft, Loran, VHF, radar available, 40 hp Nis. dsl, 80 gal. fuel/water, dinghy, dodger, sleeps 6, Adler ref/frez, DS, custom cushions. \$60,000. Buy all or part. (415) 382-9444, (415) 472-7650.

RESPONSIBLE, RELIABLE, DEPENDABLE sailor will help you with your berth payment and maintenance in exchange for day use of your 32-ft + sailboat. (415) 383-8200 x107.

GULF 32 met its match. Needs heavy fiberglass repair work, etc. Includes nice mast, rigging, new sails, but no engine. Located San Rafael Yacht Harbor, out of water. \$2,500. (415) 331-9822.

CUSTOM CHOATE 33. Consistent winner. 13 sails, diesel, cruise 6 with CNG, mech. ref., dual water tank, etc. Photos, survey, equipment list upon request. Moored in Marina del Rey. Asking \$32,000 obo. (310) 479-0116 (eves).

CORONADO 35, 1973. Center cockpit, diesel engine, dodger h/c pressure water, refrigeration, sleeps 6, excellent liveaboard, many extras, 9.9 hp Honda with 10-ft Zodiac, sailboard w/rack. \$32,500. (415) 365-6513, lv. msg.

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SOVEREL 33, 1985, Olson built Ultra Light. Rarely used, this boat has been professionally maintained by the original owners. New in 1994: Ballenger spar and rod rigging, rebuilt Yanmar diesel, interior varnish. \$37,500. (510) 444-8448, eves; (510) 835-8448, days.

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36 TO 39 FEET

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1982 TARTAN 37. Proven performance cruiser designed by S & S. Quality construction by Tartan Marine. One owner, circumnavigation 1986-1993. Equipped for bluewater cruising and ready to go again. Moored Seattle Area. Priced to sell at \$63,900. Call (208) 342-2778 for info & list.

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1986 CATALINA 36. *Dynasty*, excellent condition with very little use. Diesel, pedestal mounted instruments, teak cockpit table and cushions, CNG stove/oven etc. Getting out of boating, so all the goodies go with her. \$61,000 obo. Contact (510) 634-7524.

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GULFSTAR 36 motorsailer, 1972. Lehman 120 hp diesel, low hrs. Hard dinghy on davits, gen set, AP, VHF, DS. Perfect liveaboard, 2 staterooms, sep. shower, new upholstery. Surveyed & bottom paint 6/94. Very good condition. \$55,000. (415) 755-9891 or 331-5554.

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40 TO 50 FEET

CT 41. Center cockpit ketch one of 6, 60 hp Isuzu, 120 gal h/c press., a/c refer., propane stove, liveaboard berth. Bay Area loc. Will take trade, (916) 596-3613 & (510) 228-1662, lv. msg. P.O. Box 253, Martinez, CA 94553. *Felicity*. \$75,000.

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HARDIN 45 center cockpit, full reel, documented, liveaboard/cruise-ready ketch. 6'4" headroom, extensive storage, aft cabin, queen bed, adjacent head with tub. Recently installed top name brand watermaker, radar, GPS, AP, Loran, SSB, Loudhailer/fog horn, stereo, CD, deck, speaker below and on deck, 403 Mhz EPIRB, ProFurl, cruising spinnaker, BG instruments, inverter, gel batteries, SL electric windlass, controls on bow & helm, 400 ft. chain, 200 rope 60# 40# CQR, Danforth, Ample R brand electric system, Newmar panel, LPG for galley, stove and BBQ, twin Raycor filters, alarms: fire, water, fume, wood stove in salon, dodger, 8-man life raft, detailed logs of 3 Mexican cruises, hauled & bottom painted. Recent survey. Moored in Santa Cruz. 130,000. Dr. Bob Schemmel, (408) 395-3054.

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1957 RHODES BOUNTY 41-FT, fiberglass classic, ready to cruise, 40 hp Mercedes diesel, refrigeration, radar, Loran, SSB, 8 sails, liferaft, wind generator, AP, 3.5 kw generator, custom wood interior, much more. \$68,000. (803) 838-1122.

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NEWPORT 41-FT liveaboard/cruiser. In Sausalito. Recently hauled and surveyed. Bottom freshly painted and blister free. Powered by Universal Atomic diesel. Includes main sail, new jib, h/w heater, new head, 3-burner stove, VHF, Loran, new batteries and much more. \$65,000 or owner finance. \$4,995 down, \$995 mo. 120 payments. 11.5% interest. See at Sausalito Yacht Harbor slip 120 on C-dock. For faxed information and/or an appointment call, (415) 383-2330. All other inquiries call (404) 432-5070 or (404) 416-4518.

44-FT CUSTOM (Carl Schumacher) design vessel in excellent condition, PHRF rating 30, limited interior space, lots of fun to sail. Asking \$95,000. (510) 866-4109.

VAGABOND 42, 1986. Heart dictates end to my sailing. C. cockpit ketch, 61 hp. Lehman diesel. Outstanding layout below. All new spars. Main stepped on keel improves original compression-post design. New standing rigging. New North main sail. 6 coats epoxy insures hull against blisters. Double Trinidad coated bottom, gives 3 yrs. service. New batteries. Avon 6-person double-bottom liferaft. Rigid and Avon dinghies, 5 hp Nissan o/b. Two 45 lb. CQRs. 400' chain for one, separate rode for other. Danforth kedge, appropriate rode. Autohelm #6000, Loran, etc. 3 jibs, staysail, mizzen. New stove. \$1,100 spare parts for diesel. \$138,000, no agents. Frank Barbara, (415) 331-5811 or write: P.O. Box 1447, Sausalito, CA 94965.

48-FT PILOTHOUSE schooner with federal documentation. Ferro cement construction. Designed for comfortable cruising or use as lumber and cargo schooner. 14' beam, pilot house chart table, 2 toilet closets, galley. Gimbal stove, water heater. Sails well, 1,500 sq. ft. of sails, sm. diesel. Sausalito, \$27,000 obo. (707) 984-6329.

45-FT DEL REY, sloop, 1973. Exceptional cruiser/liveaboard. Flush deck, aft cockpit, spacious below. Outfitted for 1990 S. Pac. cruise, Perkins 4-108, windvane, 2 AP's, MaxProp, roller furling, radar, watermaker, much more. 2 double staterooms, walk-in shower, generous galley, work bench. \$98,000 obo. (310) 822-5470.

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COLUMBIA 22, Santa Cruz slip 1/3 interest. Great weekender (cockpit accommodates 4+ adults comfortably), '94 Johnson o/b, '95 haulout. \$900 obo, \$54/mo. Russ, (408) 458-9020.

SANTANA 22 HULL 229. Looking for someone who loves sailing as much as I do. Partner moved to LA. That's his problem, so I'm looking for a 50/50 partner to share work & expenses. Boat has Harken equip., main in great shape, 2 jibs, spinnaker, 5 hp o/b, stereo, tons of hardware ready to put on. Boat is in great shape and ready to sail. \$1,250 plus \$54/mo for upwind Berkeley slip. Call (510) 741-8661.

CORONADO 27 partnership. Looking for a new partner. Boat is in good condition, nothing fancy, prime Sausalito berth. Partnership works well. \$1,600 membership, \$50/month. Call Hans (408) 245-9176 eves.

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CRUISING GEAR WANTED. 406 EPIRB, 4 or 6-man cannister life raft, weather fax, watermaker, solar panels, charts Western Coast, North America, 65 lb. CQR anchor, etc. (408) 997-1954.

33 YEAR OLD San Francisco commuter, currently boat/pet sitting at Emeryville Marina, seeking similar situation in May; dry land is an option. I come equipped with sea legs, an affinity for animals, and glowing references. Contact Karen at (510) 653-4304.

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SAILOR TO BE in love again, capable to own custom one-of-a-kind 40-ft bluewater yawl. Must know quality, like wood, varnish paint, Mercedes diesel engine. One owner, must retire, heart condition. Priced to sell. (310) 519-7960.

FATTY KNEES. Any size, any condition. Also wooden cruising cutter or ketch 34'-44' range. Center cockpit preferred, teak & copper. Problems okay. (707) 935-9409.

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AUTOHELM LINEAR DRIVE. 12V type 1 for use with ST6000 or ST7000 below deck AP. New, in box with mounting brackets. Sells at West Marine for \$1,400. Asking \$900. (415) 853-1011.

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SPINNAKER. North, 1/2 oz. 47.4 hoist, 27.3 max girth, 15.2 J. it's nice \$800. Poleless cruising spinnaker, 1.5 oz. 35'0" hoist, 11'5" J, (it was built for a Catalina 30) complete with halyard, sheets, and turning blocks, it's perfect \$800. (510) 523-6730, ask for Dick.

FRESH WATER ONLY. 20 hp, 2 cyl. Swedish diesel, new cond. 1:1 and 3:1 gear, \$2,500. Gray Marine Alaska Lugger, 42 hp at 1800 80 hp @ 3600. New valve gind, negotiable price. Gray Marine complete overhaul and Paragon gear, 2:1, same eng. specs, \$1,800. (360) 377-4768, in Wash.

STORM SAILS. For sail & tri sail for boat that runs 180-240 sq. ft. main, \$250. Jib: 24' luff 13' foot, good condition, \$75. Jib: 26' luff 9'3" foot fair condition, \$50. Great backpacks, \$150. (510) 932-8691, Ken, please lv. msg.

ATOMIC4. Engine and transmission. Water pump, carburetor, intake manifold already rebuilt. Valves have been reground. Muffler included. \$1,800. Call Tom Marlow at (408) 773-8773.

THE FOLLOWING ITEMS were purchased new several years ago, but never used: Furuno LC-90 Loran C w/8-ft antenna, \$1,000. Furuno 1700 radar w/R48 alarm + 10m cable, \$1,500. Icom M55 VHF radio w/antenna \$350. Icom M700 SSB/AM transceiver w/Icom AT-120 auto tune coupler + 100' copper ground strap, \$2,500. Icom R71A general receiver, \$700. Alden weather fax 3 recorder w/ant. \$750. Village marine RO desalinator, 600 gal. per day, \$4,950. Newmar Nav 121 MKII RDF, \$250. Ph, (206) 549-4322.

YAMAHA OUTBOARD motor. 1990, 4-stroke, long shaft Sailmaster, electric start, remote controls, \$1,000. (415) 728-7918. Also wanted: 25-35 hp o/b with electric start.

AVON DINGHY, 30-40 amp. chargers, sextants, logs, compasses, anchors, rodes, tools, batteries, electronics, gauges, rigging, sails, dock box, 23' pennynn, antique vents, steering, 10'-17' wisker pole. Lots more stuff. Greg, (510) 524-4409.

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FORD LEHMAN MARINE diesel, 4 cyl. 65 hp, FWC exc. rebuild adap. for b/w low hours, \$2,400. 28x22 3bl LH prop exc. cond. \$425. 240 sq. ft. lug/gaff sail Duradon, \$400. Call Steve, (415) 331-3745, eves.

NAVIGATION EQUIPMENT. Raytheon radar model R10X. Only 5 hours on unit, flawless, new cost \$2,400, asking only \$1,000. Must see. Micrologic Masterchart also used 5 hrs., NEMA 183, interface capability to GPS, Loran C, Decca or Sat Nav, new cost \$2,500, asking only \$800. Includes S. Cal/Channel Island Sea Map cartridge. Call Dave, (415) 507-9226, lv. msg.

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MISCELLANEOUS

LOOKING FOR LOST SHIPMATE Richard Bullard from Oakland, CA. Anyone who knows him, please call collect (909) 584-7325, Dickinson, B-1167, Sugarloaf, CA 92386.

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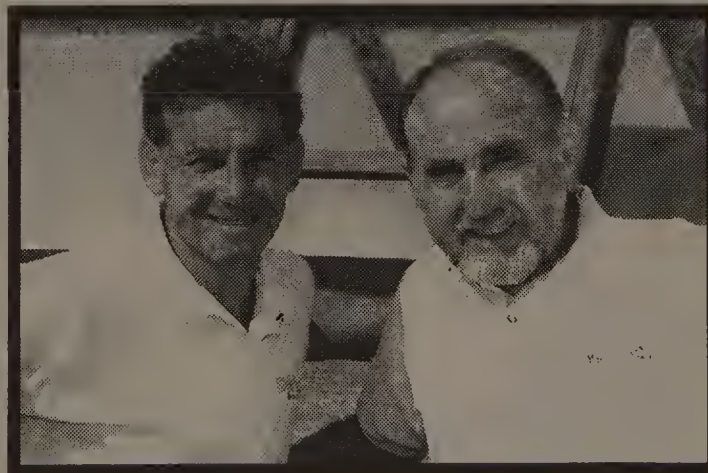
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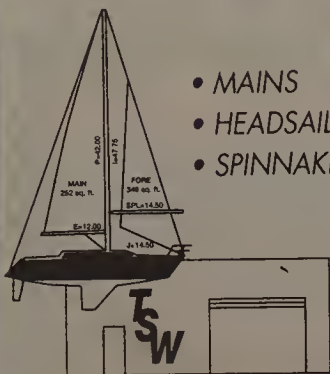
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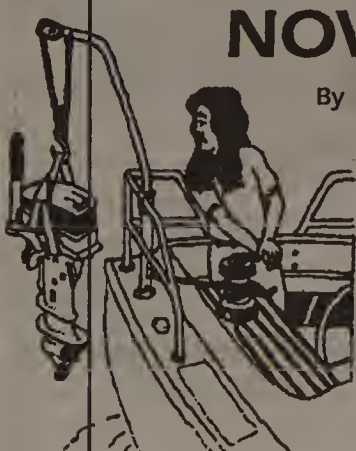
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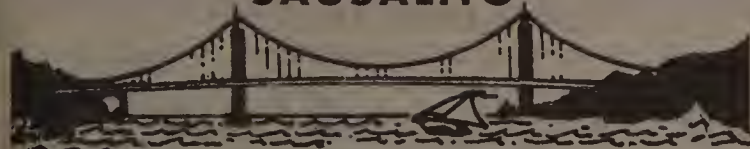
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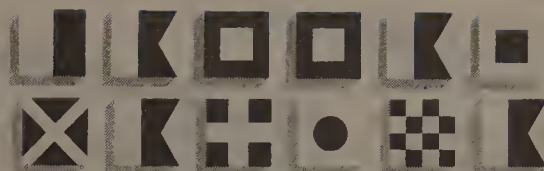
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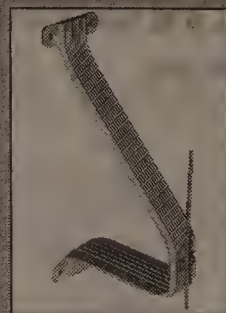


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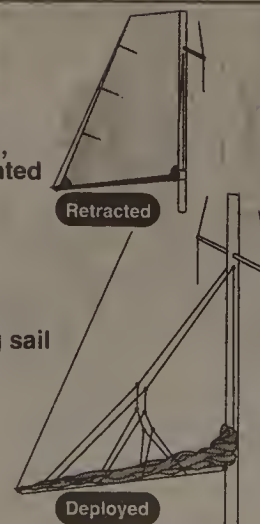
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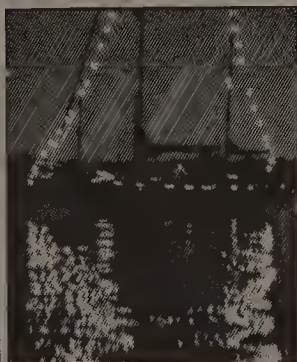
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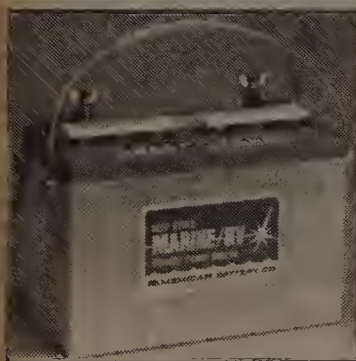
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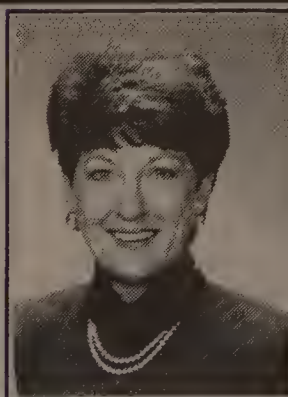


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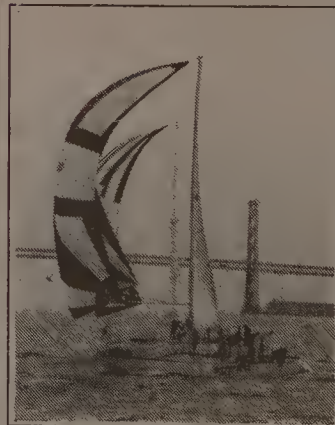
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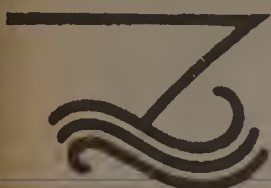
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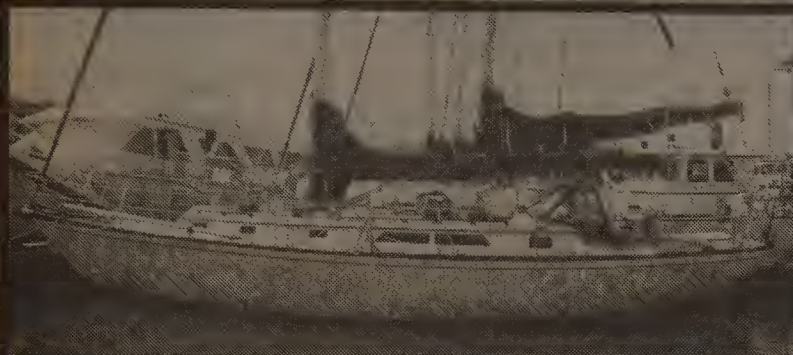
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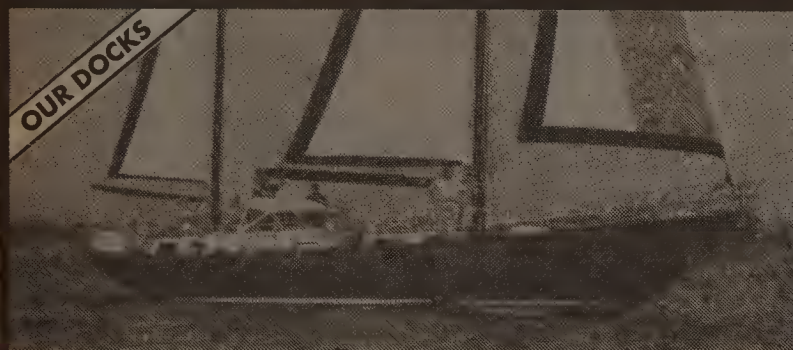
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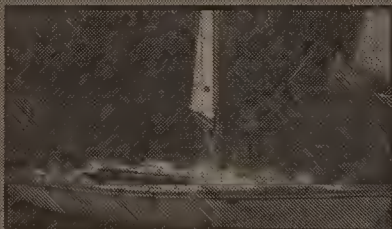
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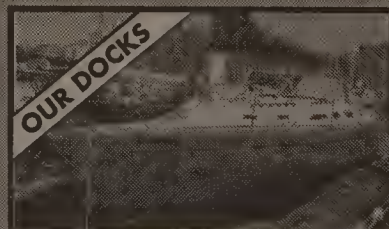
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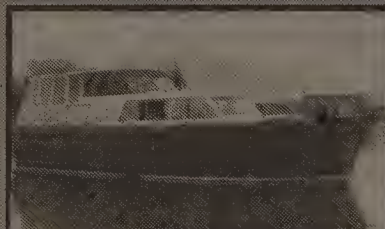
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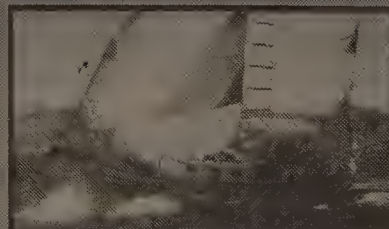
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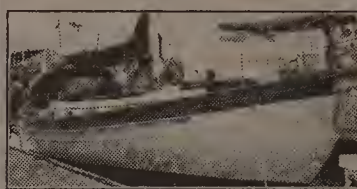
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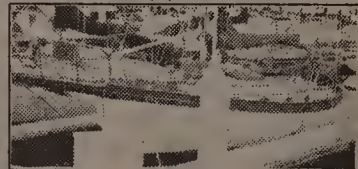
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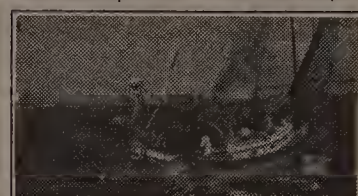


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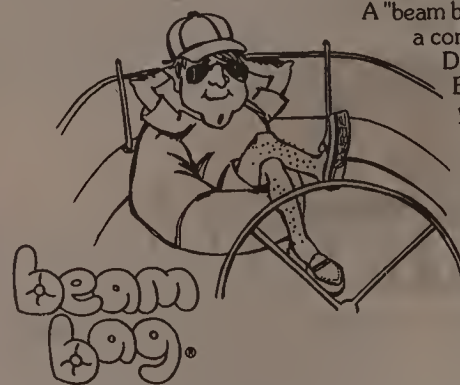
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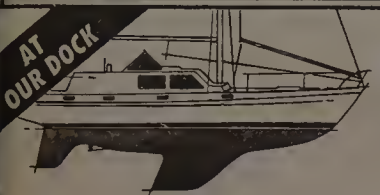




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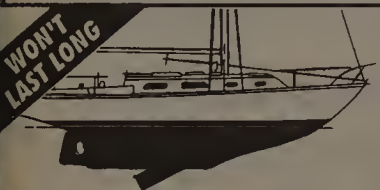
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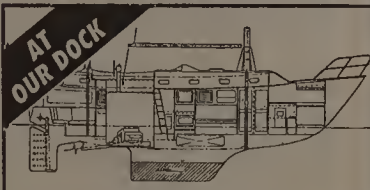
COLUMBIA 45
Bill Tripp design. Liveaboard cruiser. \$79,900.



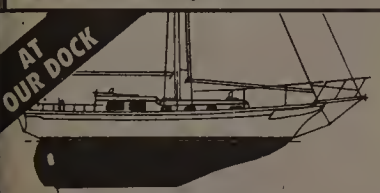
TAYANA 37, 1985
One owner, superb condition. Won't last long.



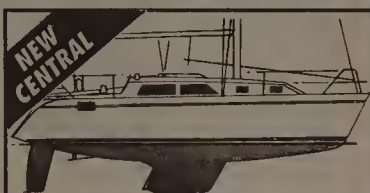
35' PEARSON, 1976
One owner, excellent budget cruiser. \$37,500.



SCYLLA 36 KETCH, 1977
Built to Lloyd's specs. Excellent cond. \$65,000.



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HUNTER 28
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LOA 28'8"
LWL 23'6"
DISP. approx. 7,500
HEADROOM 6'2"
BEAM 9'4"
DRAFT 5'2"
SHOAL DRAFT (optl) 4'0"
l 36'
p 31'

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SAIL		
47' VAGABOND, '85	\$185,000
43' MULL, IOR, '74	... Reduced	\$73,000
41' AUX. CUTTER, '41	\$49,900
36' ISLANDER	.....	\$38,000
36' FERRO CEMENT, 1976	.....	\$10,000
35' YORKTOWN	.....	\$25,000
34' HANS CHRISTIAN, '78	..... SOLD	
34' CATALINA, '88	.....	\$55,000
34' HINCKLEY, '43	.....	\$30,000
34' CAL, '72	.....	\$25,000
27' CATALINA, '85	... Loaded	\$25,000
27' LANCER, '84	.....	\$13,900
26' COL. MkII, '70	\$ 7,500
25' LANCER, '75	\$ 7,500
25' MacGREGOR, '83	Make Offer
24' J/BOAT, '80	Make Offer

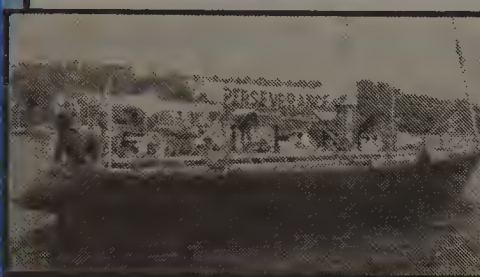
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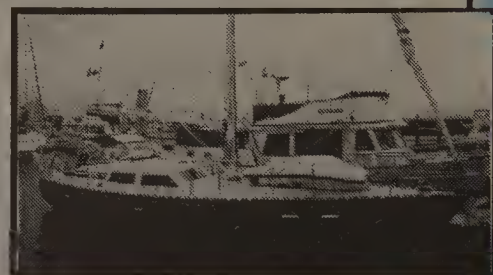


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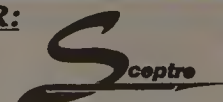
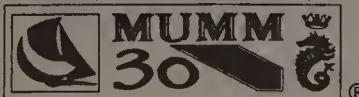


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27' CATALINA, 1986	\$18,500	42' BALTIC, 1982	2 from \$170,000
34' EXPRESS, 1988	\$69,900	43' CHEOY LEE, 1981	\$159,000
35' HINCKLEY, 1957	.....	\$57,000	43' BALTIC, 1987	.....	\$315,000
35' J-35,	.....	3 from \$50,000	46' FRERS, 1980	.....	\$79,000
38' CATALINA, 1980	.....	\$49,500	47' PERRY design ketch, 1979	..	Inquire
38' MORGAN, 1979	.....	\$68,000	50' FORCE 50	.....	Inquire
38' ERICSON, 1983	.....	\$72,000	54' KANTER/ROBERTS, 1991	..	\$200,000
38' HOOD, 1982	.....	\$114,000	62' RHODES ketch, 1949	.....	\$285,000
39' IRWIN, 1982	\$55,000	64' DYNAMIQUE, 1983	Reduced
39' PRIVILEGE CAT, 1990	\$275,000	70' WYLIE Rage	\$441,000
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41' C & C, 1984	\$110,000			

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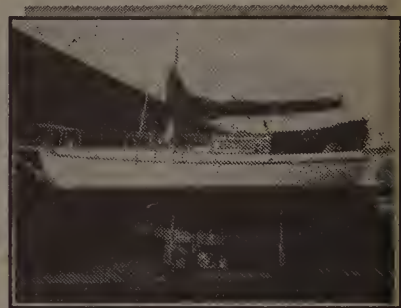
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PEARSON 30, 1980. Wheel steering, roller furling, diesel and more. Try \$16,000.



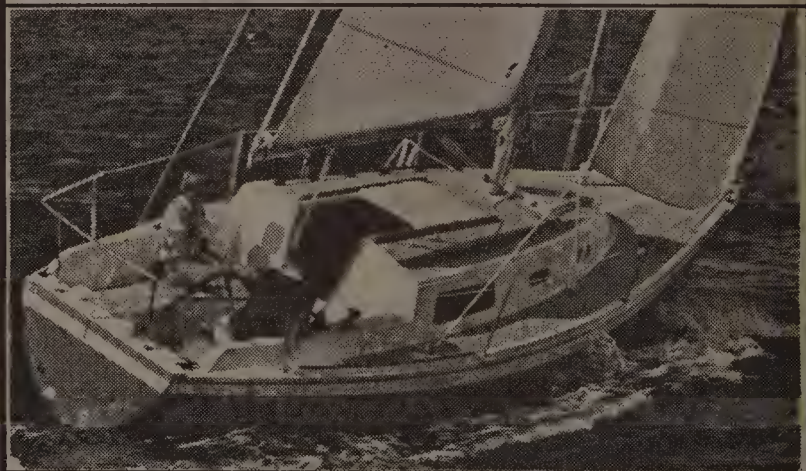
28' SOUTHERN CROSS, 1979. Inboard diesel, cutter rig. Top-notch pocket cruiser. Try \$16,500.

SAIL
22' BAYLINER, O/B, full race ... 3,500
23' SPRINTA SPORT, O/B Ask \$4,900
23' RANGER, O/B, very deon Call
26' MACGREGOR w/trlr, '92 9,900
26' SEABIRO YAWL ... reduced 24,000
27' ERICSON, 1/B Try 11,500
30' PACIFIC, major refit Try 9,900

30' ISLANDER, 1/B Offers/13,500
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56' CUTTER, 1904 Reduced to 45,000
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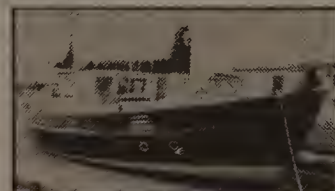
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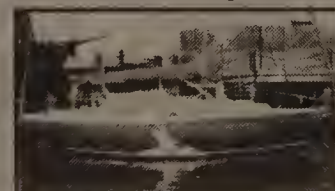
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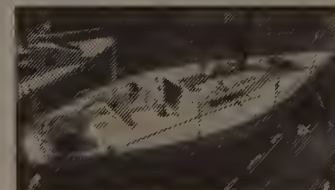
33' VANGUARD By Pearson, full keel cruiser, rebuilt aux., dodger, new mast, boom, rig, ruh rig. Mint. Asking \$24,900. *sistership*



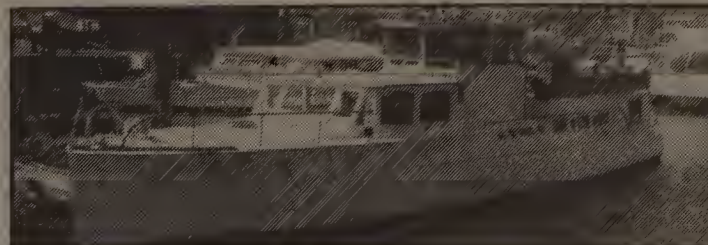
30' DUFOUR Arpege Built in France. Diesel aux., roller furling jib, 8 bags sails incl spinnaker. At our docks. Asking \$16,500.



28' FREEDOM
Mull design, carbon fiber mask, full battened main. Asking \$39,000.



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55' CLASSIC M/Y 1927 by Fellows & Stewart. Twin GM dsls, up to survey. Lots of history, Winston Churchill, Howard Hughes. At our docks. \$75,000.

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30' ENDEAVOUR CATAMARAN '92
Cruise ready, 2 strm, loaded, like new!...\$108,000

SELECTED SAIL

27' NORSEA '77 CT, SD	\$ 29,000
30' CATALINA '85 SL, SD	27,000
30' ENDEAVOUR CAT '92	108,000
30' HUNTER '90 SL, SD	43,500
30' NEWPORT MK III '82 SL	24,000
32' WESTSAIL '76 CT, SD	55,000
34' CATALINA '89 SL, SD	54,900
34' CORONADO '69 SL, SD	21,000
35' ERICSON '78 SL, SD	33,500
36' HUNTER '80 SL, SD	34,500
36' ISLANDER '76 SL, SD	44,900
38' CHEOY LEE '80 KT, SD	76,000
38' DOWNEASTER '78 SL, D	69,500
40' OFFSHORE '66 SL, SD	47,500
44' LA FITTE '82 CT, SD	158,000
44' LANCER '83 MS, TD	137,000
50' FORCE '77 KT, 50% partner	60,000



36' ANGLEMAN SEA WITCH '61
Teak, gaff rig, ref/ frz, ex-world cruiser!...\$75,000

SELECTED POWER

28' BAYLINER '78 CR, TG	24,900
33' BAYLINER '78 SDN, TG	33,500
34' SEA RAY '88 EX, TG	75,000
36' SEA RAY '84 DC, TD	94,500
36' UNIFLITE '72 SF, TG	49,900
38' BAYLINER '83 MY, TD	89,500
40' DEFEVER/BAJA '89 TD	129,000
40' PACEMAKER '75 SF, TD	92,500
40' PACEMAKER '68 YF, TD	69,000
40' QUEENSHIP '95 MY, TD	229,000
42' CALIFORNIAN '79 TR	125,000
42' CHRIS CRAFT '86 MY	175,000
42' GRAND BANKS '69 TR	65,000
42' UNIFLITE '76 SF, TD	125,000
43' VIKING '81 DC, TD	155,000
45' CHB '80 AC, TD	129,000
45' SEA RANGER '86 MY/TD	189,500
46' CHRIS CRAFT '69 HB	43,500
46' HAWTHORNE '73 SF, TD	92,500
47' PACEMAKER '69 MY/TD	110,000
48' CUSTOM PH '72 SF, TD	85,000
48' OCEAN '88 SF, TD	334,900
48' VIKING '88 SF, TD	479,000
49' LIEN HWA '89 YF, TD	299,000
50' CALIFORNIAN '83 YF	210,000
51' MONK '72 TR, TD	125,000
58' HATTERAS '73 MY, TD	395,000
60' VEGA '80 SF, TD	395,000

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30' Coronado	\$16,500
30' Newport	\$19,900
30' Hunter	\$22,500
30' Catalina	2 from \$32,000
31' Cheoy Lee	\$27,000
33' Ranger	\$25,900
33' CSK Catamaran	\$37,500
34' Cal	\$35,000
36' Cabo Rico	\$69,900
36' Pearson Ketch	\$64,900
37' Tayana Cutter	\$79,000
37' O'Day	\$45,500
38' C & C	Reduced \$52,000
39' Cal/Lear MkII	\$59,000
40' Newporter	\$38,500
42' Garden Porpoise Cutter	\$49,500
42' Westsail	\$104,000
46' Kelly Peterson, '85	\$225,000
47' Perry	\$149,000
47' Van Dam, steel ketch	\$160,000
48' Mapleleaf	\$145,000
51' Formosa PH	\$149,000
72' Lancer Motorsailer '86	\$450,000

SELECTED POWER

36' Egg Harbor, SF	\$74,500
37' Scarab Exp. '91	\$78,000
38' Mediterranean SF	from \$210,000
41' CHB	\$125,000
43' Viking MY	\$175,000
45' Bayliner	\$240,000
46' Princess Riviera Ex '91	\$399,000
48' Chris Craft YTFS	\$225,000
48' Uniflite YF	3 from \$210,000
49' Lien Hwa	\$299,000
55' Northstar SF, '88	\$359,000
57' Defever SF, '86	\$420,000
57' Californian Cpmly	\$389,000
59' Stevens, '89	\$695,000
59' Kha Shing CPMY, '90	\$399,000
60' Hatteras CV	\$595,000
60' Vega Marina SF	\$395,000
63' Little Hoquin Custom MY	\$425,000
65' Angel MY	\$495,000
70' Heisley Exp	\$985,000
70' Elliott SF	\$950,000
72' Hatteras MY	\$1,150,000
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82' Ft. Bragg Cstm LRMV	\$270,000
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45' Sparkman & Stephens, cold molded	119,000
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40' Choate, w/diesel	47,000
38' C&C, real clean!	115,000
37' Bruce Nelson design	39,500
36' J/36 sloop	62,500
35' Schock, one design racer	3 available
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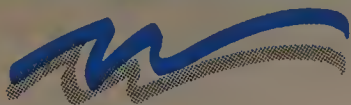
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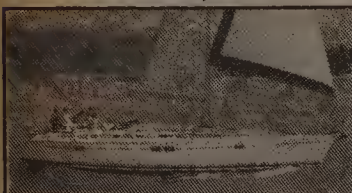
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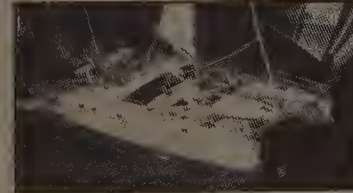
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From \$170,000.



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'87 Beneteau 345	\$45,000
'83 Hunter 34	\$37,500
'89 Beneteau 35s5	\$65,000
'79 CSY 37	\$35,000
'79 Tayana 37 Ketch	\$69,000
'84 Fair Weather Mariner 39	\$109,000
'90 Catalina 42	\$125,000
'85 Beneteau 43	\$79,500
'90 Beneteau 45f5	\$135,000

MULTIHULLS

'87 Beneteau Blue II 33	Try \$72,500
'90 Edel Cat 35	\$95,000
'89 Kennex 380	\$160,000
'86 Outremer 40	\$120,000
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'75 Prout Searanger 45	\$175,000
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25' Cal 225 '78	11,900	32' Beneteau First 32 '84	42,500
25' Catalina '80	9,400	32' Dreadnought, 80	79,000
27' CS '82	16,500	32' Union '84	52,000
27' O'Day '77	9,500	33' Newport '83	28,000
27' Coronado '72	7,995	34' Catalina	57,000
28' Islander '77	16,950	36' Freedom '88	103,900
29' Ericson '73	12,950	37' Tayana '77	62,500
29' Cal '72	11,900	38' CT (Ta Chaio)	64,500
30' Tartan '78	16,900	42' Golden Wave '82	119,000
30' Newport (2)	Starting at 17,950	43' Gulfstar '76 ketch	81,500
32' Ericson '77	24,500	46' Rosborough gaff schooner	67,500

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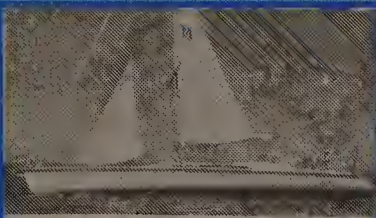
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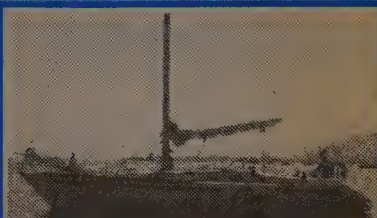
65' MACGREGOR, '86. Fastest production boat built, attains speeds of 26 knots, yet can be single handed. Very clean. \$139,500.



54' ROBERTS STEEL KETCH, '83. No compromise 3 state/m cruiser. Bright light oak interior. Gleaming blue LPU hull. Teak decks. New engine, more. \$249,000.



42' MULL. 21on sloop, 2 heads. Aft strim dbl berth, mech. refig. 15 soils, AP, liferaft & dinghy. \$73,000.



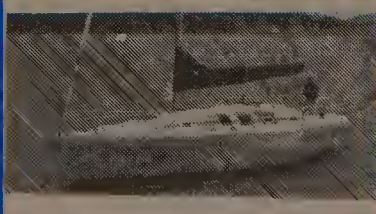
41' LAVRONIS, '88. Performance cutter. Swan-like style. Light wood interior. Teak decks. \$89,500.



38' EASTERLY. Spacious interior, clean decks, large cockpit, powerful Westerbeke diesel. \$39,000.



36' S-2 11 METER AFT, '79. Excellent finish above and below decks. Epoxy bottom. Roller furling, ST winches, Volvo dsl engine. \$48,000.



35' BENETEAU, '90. Performance racer cruiser. Unique wraparound portholes provide bright illumination below, impeccably maintained & modern interior. \$79,000.



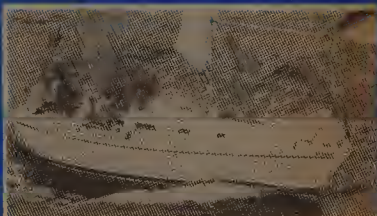
42' SOLARIS CATAMARAN, '76. Fiberglass catamaran built to Lloyd's 100A1+ specs, 4 dbl strms, 2 heads, twin Mercedes dsls. Cruise equipped. \$159,000.

SELECTED CRUISING YACHTS

SAIL	LOD	BUILDER	YR	PRICE	POWER	LOD	BUILDER	YR	PRICE
LDD BUILDER	YR	PRICE	36'	PEARSON	'85	\$69,000	LDD BUILDER	YR	PRICE
65' MacGREGOR	'86	\$139,500	36'	S-2 11 meter aft	'79	\$48,000	60' STEPHENS FDMY	'66	\$350,000
54' ROBERTS STEEL	'83	\$249,000	36'	WATKINS	'81	\$49,500	53' BLUEWATER	'80	\$179,000
54' VENNEKENS	'79	\$170,000	35'	MORGAN	'72	\$24,500	53' HATTERAS	'79	\$345,000
50' FORCE 50	'78	\$111,000	35'	FSKAR	'71	\$35,000	51' BLUEWATER	'83	\$145,000
47' GARDEN	'74	\$79,950	35'	BENETEAU	'90	\$79,000	49' ALBIN TRAWLER	'80	\$145,000
47' GARDEN KETCH		\$67,500	34'	WYLIE	'79	\$34,000	48' CHRIS CRAFT	'85	\$210,000
45' COLUMBIA	'73	\$62,000	33'	HUNTER	2 from	\$29,000	46' CHRIS CRAFT	'64	\$69,000
45' HANS CHRISTIAN	'76	\$169,000	33'	GURNEY/HUISMAN	'68	\$39,950	44' LUHRS	'70	\$72,500
44' PETERSON	'80	\$118,500	33'	HUNTER	'79	\$29,000	42' CHRIS CRAFT	'69	\$75,000
42' MULL, Sloop	'74	\$73,000	32'	ERICSON	'70	\$22,500	42' SEA RAY 420	'90	\$199,000
41' LAVRONIS	'88	\$89,500	32'	MORGAN	'79	\$33,000	41' PRESIDENT FDMY	'81	\$109,500
41' MORGAN	2 from	\$61,500	32'	WESTSAIL	'76	\$40,000	40' BEST WAYS FDMY	'84	\$124,000
38' CABO RICO	'79	\$89,000	30'	TARTAN	'73	\$23,000	39' BESTWAYS	'82	\$90,000
38' EASTERLY	'78	\$39,000	30'	PEARSON 303	'84	\$41,500	38' BAYLINER	'83	\$89,000
37' HUNTER LEGEND	'88	\$84,500	29'	CAL	'70	\$17,000	34' CALIFORNIAN	'82	\$55,000
36' FREEDOM	'88	\$110,000	28'	ISLANDER	'77	\$19,000	34' LUHRS SPORTFISHER	'90	\$78,000
36' ISLANDER	'73	\$44,500					32' UNIFLITE	'79	\$49,500
							31' RIVA	'78	\$79,500
							28' SEA RAY	'86	\$22,000
							25' PILOT CRUISER	'72	\$20,000



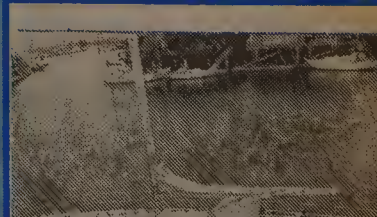
38' CABO RICO, '79. Traditional full keel world cruiser. Exceptional quality and finish. \$89,000.



36' PEARSON, '85. Exceptional room, style and performance. Pearson quality. ST winches, dodger. Reduced to \$69,000.



32' MORGAN. FAR BETTER THAN NEW. Extensive customizing and upgrading, new 3 cyl. FWC Yanmar in '91. \$49,000.



35' NIAGARA, '81. Very high quality sloop, Westerbeke dsl, roller furling, autopilot, dodger. \$67,000.

33' GURNEY/HUISMAN, '68. Aluminum hull. Strong, lightweight, fast. Gurney design. Perfect couples bluewater cruiser/racer. \$39,950.

32' ARIES, '80. Rugged fiberglass version of a wooden double-ended classic. 3 headsoils, dodger and 33 hp Westerbeke diesel. \$29,950.

32' WESTSAIL, '76. Solid cutter. Low use engine. Autopilot, extensive ground tackle. Rigging. Mechanically and structurally superior. \$40,000.



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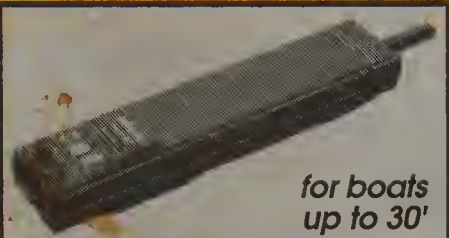
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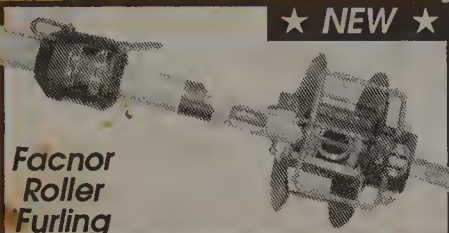
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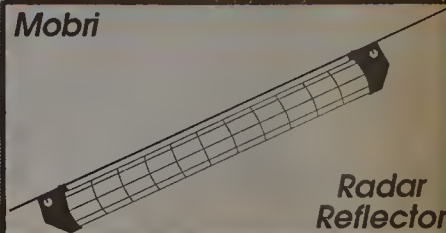
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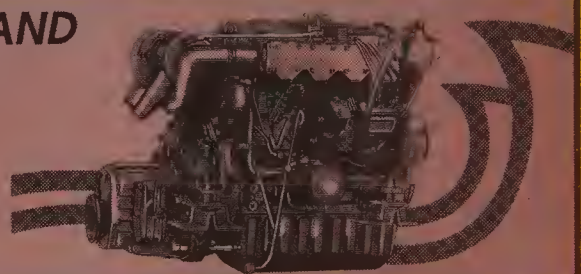
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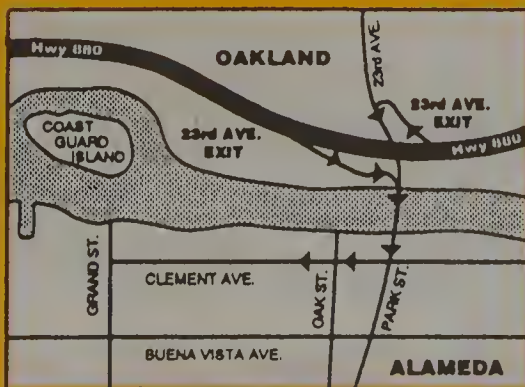
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